

CITY OF PORTLAND, MAINE

PLANNING BOARD



Maggie Stanley, Chair
Brandon Mazer, Vice Chair
Justin Barker
Marpheen Chann
Sean Murphy
David Silk
Austin Smith

AGENDA PORTLAND PLANNING BOARD MEETING

The Planning Board will hold a remote meeting on **Tuesday, April 26, 2022, 4:30 p.m.** This meeting will take place remotely using Zoom pursuant to the Remote Meeting Policy adopted by the Planning Board and as authorized under 1 M.R.S. 403-B because of the existence of an emergency or urgent issue that requires the committee to meet by remote methods. Allow your computer to install the free Zoom app to get the best meeting experience.

If you are not able to attend live, a recording will be available following the meeting. For public comment, you will need to use the "raise your hand" feature. To raise your hand via the telephone, please hit *9. You will be unmuted by the host when it is time for public comment.

For more information on how to access the meeting remotely and how to give public comment, please go to <http://www.portlandmaine.gov/remotePUD> Public comments will be taken for each item on the agenda during the estimated allotted time and written comments should be submitted to planningboard@portlandmaine.gov.

Please note that the placement of each item on the agenda is subject to change. Please check the Agenda & Minutes Center prior to the meeting for the item start time.

You are invited to a Zoom webinar.

When: Apr 26, 2022 04:30 PM Eastern Time (US and Canada)

Topic: Planning Board Workshop and Public Hearing 4/26/2022

Please click the link below to join the webinar: <https://portlandmaine-gov.zoom.us/j/88456593127>

Or One tap mobile : US: +19292056099,,88456593127# or +13017158592,,88456593127#

Or Telephone: Dial(for higher quality, dial a number based on your current location): US: +1 929 205 6099 or +1 301 715 8592 or +1 312 626 6799 or +1 669 900 6833 or +1 253 215 8782 or +1 346 248 7799

Webinar ID: 884 5659 3127

International numbers available: <https://portlandmaine-gov.zoom.us/j/88456593127>

WORKSHOP - 4:30 PM

- i. Major Site Plan; 7 Marion Street; Nathaniel Green and Samantha Connelly, Applicants. (estimated time 4:30 – 5:30 p.m.) The Planning Board will hold a remote workshop to consider a three-story, three-unit residential building at 7 Marion Street. The subject property is 2,030 square feet in size and is zoned B-2b Community Business.

PUBLIC HEARING - 5:30 PM

1. **ROLL CALL AND DECLARATION OF QUORUM**
2. **COMMUNICATION AND REPORTS**
3. **REPORT OF ATTENDANCE AT THE MEETING HELD ON APRIL 12, 2022**

Afternoon Workshop

26 E Oxford Street: Barker, Chann, Murphy, Silk, Smith, and Stanley present; Mazer absent.

Evening Hearing

2 Riverton Drive: Chann, Mazer, Murphy, Silk, and Smith present; Barker and Stanley recused.
11 Pomeroy Street: All Present.

4. REPORTS OF DECISIONS AT THE MEETING HELD ON APRIL 12, 2022

- i. Zoning Map and Text Amendment; 2 Riverton Drive; Portland Housing Development Corporation, Applicant. Chann moved and Silk seconded a motion to find the proposed R-5 to R-5a and B-2 zoning map amendment consistent with the City of Portland's Comprehensive Plan and recommended its adoption to the City Council. Vote 5-0, Barker and Stanley recused. Chann moved and Smith seconded a motion to find the proposed zoning text amendment for Place of Assembly uses consistent with the City of Portland's Comprehensive Plan and recommended its adoption to the City Council. Vote 5-0, Barker and Stanley recused.
- ii. Conditional Use Permit; 11 Pomeroy Street; Chabad Lubavitch of Maine, Applicant. Mazer moved and Silk seconded a motion to table the application to the May 24th, 2022 meeting. Vote 7-0.

5. NEW BUSINESS

- i. Major Site Plan and Conditional Use; 392 St. John Street; Bosco Holdings, LLC., Applicant. (estimated time 5:30 – 6:30 p.m.) The Planning Board will hold a remote public hearing to consider a 10,726 square foot mixed use building with nine dwelling units and ground floor office space at 392 St. John Street. The subject property is 11,300 square feet in size and is zoned R-6 Residential.
- ii. Major Site Plan; 54 York Street; 54 York, LLC., Applicant. (estimated time 6:30 p.m.) The Planning Board will hold a remote public hearing to consider the renovation of an existing three-story building at 54 York Street to include 14 dwelling units and two ground-floor commercial spaces, along with associated site improvements. The subject property is 9,620 square feet in size, is zoned B-5b Urban Commercial, and is in the Old Port Historic District.

To: Chair Stanley & Members of the Planning Board
From: Austen Torres Davis
Date: April 22, 2022
Re: 7 Marion Street – Major Site Plan
Project ID: PL-001894-2022
CBL: 012 Po27001
Meeting Date: April 26, 2022

I. INTRODUCTION

Green on the Hill Properties has submitted a Major Site Plan application to facilitate the development of a three-story residential building totaling approximately 3,907 square feet, at 7 Marion Street in the Munjoy Hill neighborhood. The units differ substantially in size, with each unit totaling 2,448 square feet, 436 square feet, and 386 square feet respectively. The applicants and owners plan to reside in the largest unit, while the remaining two would be renter-occupied.

This application is being referred to the Planning Board for compliance with the City of Portland's Land Use Code Site Plan Standards, Section 14.1.



Figure 1. 7 Marion Street in Neighborhood Context

The Planning and Urban Development Department mailed 127 notices advertising this meeting to property owners within 500 feet of the site. A legal advertisement ran in the April 16 and April 19 editions of the *Portland Press Herald*.

No previous Planning Board workshops or hearings have been held related to this site.

Applicant: Green on the Hill Properties, LLC.
Applicant Representatives: Green on the Hill Properties, LLC; Atlantic Resource Consultants, Engineer

II. REQUIRED REVIEWS

<i>Review</i>	<i>Applicable Standards</i>
Site Plan Review	Section 14.6
Design Review	Design Guidelines: Multi-family

<i>Waiver Requests</i>	<i>Applicable Standards</i>
Request to waive standard requiring the construction of sidewalk right-of-way.	Land Use Code, Sec. 14.6.1:

	All development shall provide curb and sidewalks along all frontages, installed to specifications as described in the Technical Manual.
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III. PROJECT DATA

Existing Zoning	B-2b Community Business
Property Size	2,102 Square Feet
Existing Use	Single-Family Residential
Proposed Use	Multi-Family Residential
Proposed Development Program	Two One-Bedroom Units; One Three-Bedroom Unit

	<i>Existing</i>	<i>Proposed</i>	<i>Net Change</i>
Building Footprint	448	1,001	+553
Building Floor Area	448	3,907	+2,810
Impervious Surface Area	750	972	+222
Parking Spaces	0	1	+1
Bicycle Parking Spaces	0	0	0

IV. EXISTING CONDITIONS AND SURROUNDING AREA

The subject site is currently occupied by an owner-occupied single-family residence. The demolition of this extant residential structure on site is necessary to facilitate this proposed development.

The surrounding neighborhood is mixed-use in character, with adjacent properties including commercial, single-family, and multi-family residential structures. Numerous adjacent sites are either currently under Planning Authority review or have been approved by the Planning Board. These include:

- 155 Sheridan Street, multi-family residential development (shown in red in Figure 2.)
- 152-156 Sheridan Street, multi-family residential development (shown in green in Figure 2.)
- 105 Washington Avenue, parking lot and retaining wall improvements (shown in blue in Figure 2.)



Figure 2. 7 Marion Street in Relation to Nearby Developments

The property is accessed from Marion Street, a sloped right-of-way that rises from Washington Avenue, which terminates at a pathway leading to Fort Sumner Park. This pathway adjacent to the site is managed by Portland Trails. The site sits outside of the Fort Sumner Height Overlay District, and is not within a historic district. The subject lot is 2,102 square feet in area, and is relatively flat owing to an adjacent downward-sloping retaining wall. Access to GP Metro bus routes B, 7, 9A, and 9B, is along Washington Avenue about 300 feet from the site.

V. PROPOSED DEVELOPMENT

The proposed Major Site Plan application would facilitate the development of a three-story, residential building totaling approximately 3,907 square feet with three residential units. The applicants plan to reside in the largest of the proposed units, while the remaining two will be renter-occupied.

One enclosed parking space would be provided at the northeastern section of the ground floor. This single-car garage would be accessed from a curb cut off Marion Street. Access to outdoor space is provided by a rooftop deck, as well as a Juliet balcony leading to the backyard.

The proposed development would include no street trees and no sidewalk along Marion Street, which is consistent with adjacent properties.

Marion Street is narrow and has a sidewalk only along the east side of the street. None of the properties on the west side of the street (same as the proposed development) have sidewalks or street trees due to narrow width of Marion Street and the historical built pattern.



Figure 3. Rendering of Proposed Building from Marion Street

VI. RIGHT, TITLE, & INTEREST

The applicant has submitted a warranty deed showing that the site is owned by applicants Nathaniel Green and Samantha Connelly (Attachment C). There are no easements related to this site. The current structure and landscaping, including a fence and a shed, encroach on the adjacent property. Through the demolition of the current structure and removal of the shed and fence, the lot will be brought into conformance with land-use and zoning standards.

VII. FINANCIAL & TECHNICAL CAPACITY

The applicant has submitted proof of financial capacity in the form of a letter from Bath Savings Institution approving the request for commercial financing (Attachment F. Proof of technical capacity has been provided in the form of resumes from the project architect and engineer, as well as a time line of development projects completed by the applicants (Attachment G).

VIII. ZONING ANALYSIS

7 Marion Street sits within the B-2b zone, adjacent to the R-6 and B-4 Zones. Multi-family residential is a permitted use within the B-2b Zone. The proposed development will take up much of the site, and has the bulk and scale similar to that of surrounding structures. The B-2b zone does not have a minimum lot area requirement, side setback, or lot coverage requirements. There is additionally no impervious surface requirement. Rear setback minimums are 10 feet.

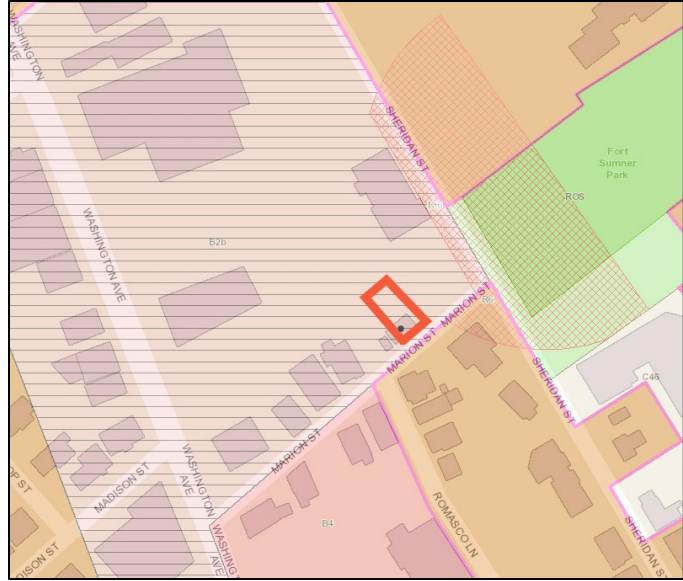


Figure 4. 7 Marion Street in the B-2b Zone

The following table shows the dimensional requirements of the B-2b zone which are met by this proposal:

<i>Standard</i>	<i>B-2b Zoning Requirement</i>	<i>7 Marion Street</i>
Minimum Lot Area	N/A	2,030 square feet
Minimum Lot Area Per Dwelling Unit	1,000 square feet; 435 square feet if active street frontage.	676.6 square feet
Minimum Street Frontage	20 feet	35 feet
Maximum Front Setback	10 feet	0 feet
Minimum Rear Setback	10 feet	16.3 feet
Minimum Side Setback	N/A	0 feet
Maximum Lot Coverage	N/A	75.7%
Minimum Lot Width	N/A	31.9 feet
Maximum Structure Height	45 feet	40.79 feet
Maximum Impervious Surface Ratio	N/A	81.7%

Minimum Off-Street Parking	o	1 space
Minimum Off-Street Bicycle Storage	o spaces	o spaces

IX. SITE PLAN REVIEW STANDARDS (Section 14.6)

The proposed development has been reviewed by staff for conformance with the relevant review standards of the City of Portland's Site Plan Ordinance, Section 14.6. Staff comments are below.

1. Transportation Standards (Section 14.6.1)

A. Impact on surrounding street systems

The proposed project is located on Marion Street, which is a minor local dead-end street. The applicant is proposing to provide one parking space for a three unit residential building. The site is accessible to public transit. The owners hope to promote the use of public transit by not providing parking for the renter occupied units. The development as proposed is not anticipated to adversely affect surrounding street systems.

B. Access and circulation

The proposed development includes a driveway accessing the garage, as well as walkways to each residential entrance. Access to the tenant-occupied units will be from a stoop accessed directly from Marion Street, while the owner-occupied unit is proposed at the side of the structure.

Public transit access

All residential developments consisting of 20 or more dwelling units shall provide a transit shelter adjacent to or within the public right-of-way along its frontage. The proposed project provides a total of three units, therefore this standard is not applicable.

C. Parking

This development proposes one parking space to be used by owner-occupants of the new building, yielding a parking ratio of 0.33 spaces per unit, with no changes to on-street parking. This amount is greater than the zero parking spaces which are required for this development per its proximity to public transit. The applicant has not proposed to include any bicycle parking spaces. The single enclosed vehicular parking space is located on the ground floor tucked under the new building.

Traffic Engineering Peer Reviewer Tom Errico Comments as Follows:

The driveway apron area shall not be used for on-site parking as space is not sufficient without encroaching into the right-of-way. Parking shall only be permitted in the garage.

2. Environmental Quality Standards (Section 14.6.2)

A. Preservation of significant natural features

Aside from the existing building to be removed on site, the lot currently consists of denatured land devoid of significant natural features. Therefore, this standard does not apply.

B. Landscape preservation

While much of the overgrowth at the rear of the lot will need to be removed to facilitate this development, two on-site trees will be preserved, one maple tree and one poplar tree.

The applicant proposes to plant no street trees. With three residential units proposed, the applicant is required to plant three street trees or may utilize a street tree alternative as described in the City's Technical Manual Section 4.6.4 to meet the requirement.

The applicant has elected to contribute \$1,200.00 to the City of Portland's Tree Fund, corresponding to three street trees at a rate of \$400.00 per tree.

C. Site landscaping and buffers

The applicant has provided a planting schedule including native species to be planted at the front of the site. These species include Culver's Root, Sweetfern, and Virginia Mountain Mint. Culver's Root and Virginia Mountain Mint are flowering plants that attract pollinators, while Sweetfern is a low-growing shrub. The applicant proposes plantings to create natural buffers to adjacent properties.

Comments from the City Arborist are forthcoming.

D. Water quality/storm water management/erosion control

The Applicant will need to provide a detailed Stormwater Management Report, as well as an Erosion and Sedimentation Control Report to meet the Basic Standards.

3. Public Infrastructure and Community Safety Standards (Section 14.6.3)

A. Consistency with City Master Plans

This development is consistent with the goals and policies outlined in *Portland's Plan 2030*. The new housing development aligns with the City's vision statements and goals by increasing the overall housing supply in a contextual manner in a walkable, transit accessible location, which has the ability to enable people who work in Portland to have the option to live in Portland. Relevant vision statements and goals are provided below:

Goals:

- Housing: Increase, preserve, and modify the overall supply of housing city-wide to meet the needs, preferences and financial capabilities of all Portland residents.
- Housing: Encourage additional contextually appropriate housing density in and proximate to neighborhood centers, concentrations of services, and transit nodes and corridors as a means of supporting complete neighborhoods.



Figure 5. Visions of Portland's Plan 2030

- Housing: Pursue policies to enable people who work in Portland to have the option to live in Portland.
- Environment: Adopt sustainable land use and transportation policies that support connectivity, walkable neighborhoods, and multi-modal transportation.

B. Public safety and fire prevention

The Crime Prevention through Environmental Design (CPTED) standards in the site plan ordinance addresses the principles of natural surveillance, access control and territorial reinforcement so that the design of developments enhance the security of public and private spaces and reduce the potential for crime. The site's landscaping reinforce ownership while its windows and relation to neighboring buildings promote natural surveillance.

Applicants should submit an exterior site lighting plan and cut sheets that show compliance with lighting and CPTED standards.

Life Safety Peer Reviewer has viewed the plans and finds them satisfactory.

C. Availability and capacity of public utilities

The applicant will need to submit an ability to serve letter from the Portland Water District, as well as a wastewater capacity letter.

4. Site Design Standards (Section 14.6.4)

A. Massing, ventilation, and wind impact

The development proposal for this site would produce a structure of similar height and bulk as others within the neighborhood. As such, no negative impacts related to massing, ventilation, or wind are expected.

B. Shadows

The development proposal for this site would produce a structure of similar height and bulk as others within the neighborhood. Additionally, the site is not adjacent to parks and open spaces. As such, no negative impacts related to shadows are expected.

C. Snow and ice loading

On site snow and ice storage is expected for this site. The applicant will need to show on site snow and ice storage in revised plans.

D. View corridors

As the development site is located outside of the Fort Sumner Park Height Overlay, no detrimental impacts to view corridors are expected.

E. Historic resources

This site sits more than 100 feet from locally designated historic structures and districts. Therefore, no Historic Preservation Advisory Review is needed for this development.

F. Exterior lighting

Applicants should submit an exterior site lighting plan and cut sheets that show compliance with lighting standards.

G. Noise and vibration

All heating, ventilation and air conditioning equipment (HVAC), air handling units (AHU), emergency generators, and similar equipment will be required to meet state and federal emissions requirements. This mechanical equipment will be located on the south-facing exterior wall.

Clarification on how this equipment will be sited and shielded from view should be uploaded to be reviewed prior to final submissions.

H. Signage and wayfinding

Not applicable

I. Zoning-related design standards

As this development is a multi-family building, a design review was conducted according to the City of Portland Design Manual Standards. Planning staff reviewed site plans and renderings against the *Two-family, Special needs independent living units, multiple-family, lodging houses, bed and breakfasts, and emergency shelters standards (Section (i) of the Design Manual)*.

This design review meeting was held on Monday, March 28, 2022. The concerns raised in this meeting include:

- Windows
- Clarity on access to open space on the site

The Design Review memo prepared by city Urban Designer is attached (Attachment 3).

X. NEIGHBORHOOD MEETING & PUBLIC COMMENT

On April 6, 2022 at 7:00 pm the applicant held a virtual neighborhood meeting.

Planning staff have received one comment from an abutting property owner Jeffrey Rosenblatt (Attached). This comment was related to site access to the adjacent property.

XI. NEXT STEPS

At this time, staff are requesting the Board's feedback on the aforementioned topics related to:

- Waivers
 - Curb and sidewalk
- Site access
- Signage and wayfinding

The final submission will need to:

- Include snow and ice storage information.
- Include capacity and ability to serve confirmation.
- Include utility and lighting information.
- Include an erosion and sedimentation report.
- Include materials that are consistent in style and naming-convention.

XII. ATTACHMENTS

PLANNING BOARD REPORT ATTACHMENTS

1. Preliminary Site Plan Review Comments from Staff
2. Secondary Site Plan Review Comments from Staff
3. Revised Design Review Comments

APPLICANT'S SUBMITTAL

- A. Cover Letter
- B. Major Site Plan Checklist
- C. Right, Title, and Interest
- D. Zoning Assessment
- E. Waiver Requests
- F. Financial Capacity
- G. Technical Capability
- H. Conformity with Land Use Ordinance
- I. Consistency with City Master Plan
- J. Solid Waste Disposal
- K. Parking Analysis
- L. Neighborhood Meeting Certification
- M. Site Plan Review Comment Response Letter
- N. Design Review Comment Response Letter

PLANS

- Plan 1 – Site Plan
- Plan 2 – Survey and Existing Conditions
- Plan 3 – Site and Landscape Plan
- Plan 4 – Foundation Plan
- Plan 5 – Grading Plan, Drainage, and Utility Plan
- Plan 6 – First and Second Floor Plan
- Plan 7 – Third Floor and Roof Plan
- Plan 8 – North and South Elevations
- Plan 9 – East Elevation
- Plan 10 – West Elevation
- Plan 18 – Architectural Renderings

Public Comment

1. Jeffrey Rosenblatt

Planning and Urban Development Department



Subject: Site Plan Review Comments – 7 Marion Street

Written by: Austen Torres Davis, Planner

Date Written: March 31, 2022

The proposed multi-family residential development proposal located at 7 Marion Street (PL-001894-2022) was reviewed against Chapter 14 of the City of Portland Land Use Code, as well as the City of Portland Technical Manual.

Dear Samantha Connelly,

Please find below, comments from Planning & Urban Development Department staff and site plan peer-reviewers.

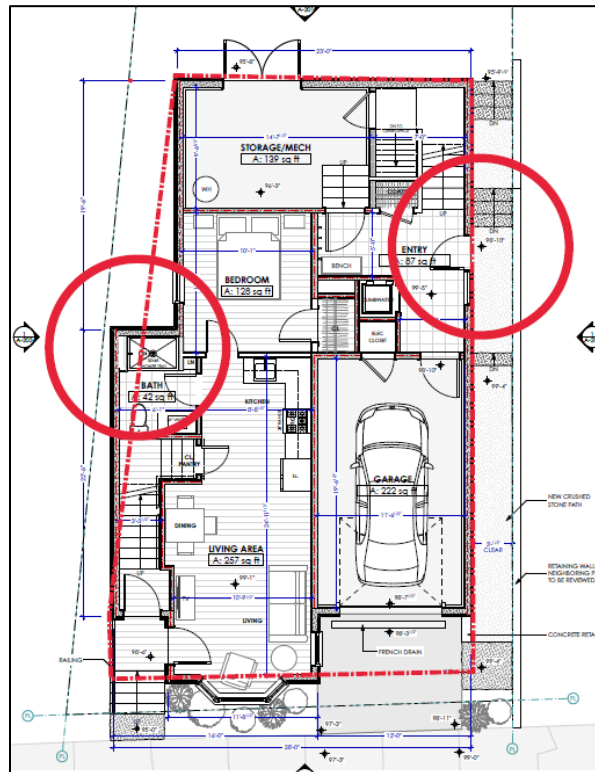


Figure 1



Figure 2

General Comments from Planning Staff:

- The street wall could be better defined by bringing the garage wall in line with the bay-window façade area. (See Dotted Line in Figure 1)
- Life safety access would be improved by aligning the southern wall more cohesively with the property line – allowing emergency access around the entire building. (See Dotted Line in Figure 1)
- The adjacent property owner at 146 Sheridan Street has expressed concern that illegally parked vehicles block site access. Tenants of 7 Marion Street should be made aware that no parking should block the gateway access point to the adjacent property (See Figure 2).
- Overhead utilities should be flagged on site plans.
- Removal of fence from neighboring properties to get rid of encroachment is necessary.
- There is an adjacent development at 105 Washington Avenue involving rebuilding the retaining wall adjacent to 7 Marion Street. This applicant team should be aware of those plans and their project team. The contact point for that project is Mike Triglione (mtriglione@acorn-engineering.com).
- More clarification on the silt fence, as well as snow and ice removal, should be provided.
- There should be no openings within 3 feet of the lot line – this may affect the placement of windows and doors on side facades (See Circled Areas in Figure 1).
- The provision of Street Trees, or payment of an In-lieu fee, may be necessary. Further coordination with the City Arborist will be necessary.
- More information on any back decks or stairs adjacent to the rear entrance should be provided. Currently the plans show a sliding glass door above the land elevation, so presumably there would be a deck or entrance in this area – which needs to be shown in plans.

Comments from Zoning Administrator:

- The applicant should provide more detail on how height is being measured. It needs to be measured from the average grade to a point midway between the eaves and the highest point of the ridge on a pitched roof. They need to provide the grades at the four corners of the building to determine the average grade, and then show the average grade line on the elevation and provide the measurement from this point to the midpoint of the roof
- Regarding the required number of off-street parking spaces, the Zoning Analysis Sheet states that none are required but the applicant is providing one space. The property is located in the B2b zone. Table 19-A requires one space per dwelling unit. Under Table 19-B there are no specific exemptions for parking spaces in the B2b zone for residential uses. What is the basis for the applicant's claim that no off-street parking spaces are required?
- The applicant needs to provide an ability to serve letter from the Portland Water District that includes the required meter size.
- The applicant will need to apply for a separate demolition permit for the existing single family home when they apply for the building permit to build the new three unit building after the site plan has been approved.

Comments from Traffic Engineer:

- We typically do not permit a project to utilize the public right-of-way for off-site parking. It appears the driveway includes use of the ROW to meet parking space dimensional requirements. The driveway should be dimensioned in plans.

Comments from Department of Public Works Engineer:

- The applicant should install a sidewalk in front of the property. It looks like it is a pretty narrow ROW so we would ask for a minimum 4' wide sidewalk but would prefer 5' if there is space. There is no sidewalk currently however it will set us up for future sidewalk improvements and is adjacent to a trail. This is a brick sidewalk district however it looks like a fairly steep road so if the road is over 10% they can install concrete (which is what we would prefer).

Planning and Urban Development Department



Subject: Site Plan Review Comments – 7 Marion Street

Written by: Austen Torres Davis, Planner

Date Written: April 15, 2022

The proposed multi-family residential development proposal located at 7 Marion Street (PL-001894-2022) was reviewed against Chapter 14 of the City of Portland Land Use Code, as well as the City of Portland Technical Manual.

Dear Samantha Connelly,

Please find below, comments from Planning & Urban Development Department staff and site plan peer-reviewers. As the upcoming Planning Board Meeting on the April 26 is a workshop, it is not necessary to make edits to plans prior to gaining feedback from the Planning Board. If revisions are made staff ask that these be submitted no later than Thursday April 21, in order to give staff time to update its report for the Planning Board.

General Comments from Planning Staff:

- The driveway dimensions should be shown on plans.
- Impervious surface calculations should be shown on plans.

Comments from Zoning Administrator:

- The Regarding the parking requirement, they are exempt because under Table 19-B, Categorical Vehicular Exemptions
Transit proximate development and uses No off-street parking shall be required within ¼ mile of fixed route transit service. New uses or changes of use of more than 10,000 SF taking advantage of this exception shall be required to provide a Transportation Demand Management Plan if they use this provision in lieu of parking requirements.

A TDM is not necessary because the change of use is less than 10,000 sf.

Comments from Water Resources Engineer:

- There is a separated storm drain in the immediate area the applicant would be required to connect any roof drain or foundation drains to.

Comments from Stormwater Management Reviewer:

- The Applicant's architectural plans in the latest submission show gutters with downspouts for roof drainage. The locations of the downspouts should be shown on the grading plan with consideration for permanent erosion control and grading as required. Some of the downspouts are very close to doors, and the site is generally pretty flat, so they'll want to consider where the water is going.
- The Applicant will be required to provide confirmation of utility ability to serve from the City for the proposed sewer connection and from the Portland Water District for the proposed water services.
 - I will note from my own recent experience, PWD required that existing services be demolished to the main, and typically requires that new services be installed 3' from the old service location. The Applicant may want to take this into consideration with their service placement and pavement repair. PWD will review the layout as part of their consideration for ability to serve.
 - Their existing conditions plan does not show the location of the existing sewer stub. They have noted that they will connect to the existing service. The location and size should be noted and confirmed as part of the coordination of ability to serve with the City's Department of Public Works.
- The project is required to comply with the Basic Standards, providing for erosion and sedimentation controls.
 - Grades drop along the entire western side of the site, and sediment barrier should be planned for that entire length.
 - A construction entrance should be accounted for.
 - A silt fence detail has been provided. Additional details, and standard notes on erosion and sediment controls and housekeeping practices should be provided in accordance with Maine DEP standards.
 - The architectural plans include notes on repairing disturbed lawn areas – I'd suggest these same notes be added to the civil plan.
- They have not provided details for the proposed site development work. Details for pavement repair within a City street, in accordance with the details in the Technical Manual <https://www.portlandmaine.gov/2300/Technical-Manual> should be provided. I would suggest utility connection details as well, as these may be required by the utilities as part of their review for ability to serve.

Design Review
Planning and Urban Development Department



Subject: 7 Marion Street
Zone: B2b
Date of Review: Thursday, April 21, 2022
Reviewer(s): Sean King (Urban Designer), Austen Torres Davis (Planner), Kevin Kraft (Deputy Director)
Project ID: PL-001894-2022

I. INTRODUCTION

The proposed three (3) residential units as a multiple-family development located at 7 Marion Street.

II. DESIGN REVIEW COMMENTS:

MULTIPLE-FAMILY STANDARDS. Multiple-family shall meet the following standards:

1. *The exterior design of the proposed structure, shall be designed to complement and enhance the nearest residential neighborhood. Proposed multiple-family development includes architectural style and façade materials that complement the existing residential neighborhood, in addition to gable roof type, building form / height, recessed building entry and a variation in façade as appropriate architectural elements.*
2. *The proposed development shall respect the existing relationship of buildings to public streets. New development is integrated into existing city fabric. The building is proposed close to the street line similar to other buildings on the block.*
3. *Open space on the site for all multiple-family development shall be integrated into the development site. Applicant to specify open space for multiple-family units within the development site that is easily accessible and available for use.*
4. *The design of proposed dwellings shall provide ample windows to enhance opportunities for sunlight and air in each dwelling in principle living areas and shall also provide sufficient storage areas. Applicant shall consider additional windows at proposed west elevation to provide sunlight and air into first and second floor 1-bedroom units and stairway, in addition to additional windows at proposed east elevation to provide visual clarity to additional residential unit located along the side of building.*
5. *The scale and surface area of parking and driveways and paved areas are arranged and landscape to properly screen vehicles from adjacent properties and streets. Parking lot is screened with landscaping and the applicant has provided a 5'-7' high cedar fence to meet this standard.*

6. *Multiple-family dwellings shall not be converted to lodging houses unless all units in building have been vacant for at least one (1) year.* Not applicable

Green on the Hill Properties

Samantha Connelly and Nataniel Green, Members

7 Marion Street
Portland, Maine 04101
(207) 317 - 0033
greenonthehill.pm@gmail.com

City of Portland Planning and Urban Development Department
389 Congress st.
Portland, Maine 04101

Re: 7 Marion Street 3 Unit Residential
7 Marion Street
Chart, Block, Lot: 12- P- 27

January 2, 2022

To whom it may concern,

Green and Connelly of Green on the Hill Properties are pleased to submit a Major Site Plan along with supporting materials related to a multi use building at 7 Marion Street. The project includes a tear down of the current single- family residence and the new construction of a three unit, owner occupied, residential multi-unit on the 2030 sq. ft. lot. The current building is a 448 square foot single family home that the 1924 tax records identified “condition of repair” as “poor”. It was purchased and renovated in 2014 by Green and Connelly themselves. They have resided in the building since completion of renovations in April 2015.

Proposed building breakdown is as follows: first floor will consist of a one car garage, storage space, and a one-bedroom unit. On the second floor is a second, one-bedroom unit as well as part of the owner’s unit. The top floor consists of the remainder of the owner unit with living and dining space. Overall, the project is 2,693 sq. ft.

The current residential building has no parking spaces. The proposed number of parking spaces in the new construction is one.

We look forward to working with the Portland Planning Department throughout this process.

Sincerely,

SAMANTHA CONNELLY AND NATHANIEL GREEN

CITY OF PORTLAND
Planning & Urban Development Department

MAJOR SITE PLAN
GENERAL DOCUMENT AND DRAWINGS CHECKLIST

Please submit each document as a separate PDF file.
Please confirm by electronically checking the boxes in the left-hand column.

**** PLEASE FILL OUT AND UPLOAD THE ZONING ASSESSMENT TABLE
AND WAIVER TABLE SEPARATELY AS NOTED BELOW ****

**At the time of application submission, please contact the Department of Public Works regarding E-911
addressing for your project.**

GENERAL APPLICATION DOCUMENTS

Yes 	NA	Project Description Cover letter with detailed project description
Yes 	NA	Completed Checklist (this document)
Yes 	NA	Evidence of Right, Title, and Interest Deeds, leases, or purchase and sales agreements
Yes 	NA	Evidence of State or Federal Approvals Permits or letters of non-jurisdiction, if applicable
Yes 	NA	Zoning Assessment (see Zoning Assessment Table) Summary of compliance with use and dimensional standards of the land use code
Yes 	NA	Site Plan Standards Assessment (see Section 14.6 of the land use code) Summary of project compliance with site plan standards of the land use code
Yes 	NA	Summary of Existing and/or Proposed Easements or Covenants, applicable. Evidence of existing easements and any proposed easements, covenants, public or private rights-of-way
Yes 	NA	Waiver Requests (see Waiver Table) Written request for waiver describing request and compliance with applicable waiver standards
Yes 	NA	Financial Capability Letter or evidence from a financial institution or third party verifying financial capacity to undertake project
Yes 	NA	Technical Capability Evidence of technical capability of applicant and consultants – resumes and/or examples of past projects

MAJOR SITE PLAN STANDARDS AND SUBMISSION CHECKLIST

Provide assessment of compliance with standards and include supplemental documentation, as applicable.
Please submit each document as a separate PDF file.

TRANSPORTATION		
Yes	NA 	Impact on Surrounding Street Systems (14-14.6.1(A)) Describe incremental volume of traffic impacts and mitigation measures. If needed
Yes 	NA	Access and Circulation (14-14.6.1(B)) Identify and describe the following: - Site access and internal circulation, including ADA access - Drive-up features, if applicable - Loading and servicing needs, routes, and geometry, providing turning templates for delivery vehicles, if applicable - Sidewalks and condition along street frontages and internal walkways - Engineered details for ADA ramps and public sidewalks, meeting sidewalk material policy and construction requirements (Technical Manual, Section 1)
Yes	NA 	Public Transit (14-14.6.1(C)), if applicable Identify and describe the following: Existing available transit service and proposed transit improvements, including design details, such as easement, pad base, and shelter
Yes 	NA	Off-Street Parking (14-14.6.1(D)), if applicable Identify and describe the following: - Proposed vehicular and bicycle parking supply (including ADA-compliant parking) in relation to applicable parking requirements in Article 19 of the land use code - Curb cut separation and parking layout (Technical Manual, Section 1) - Construction details for bicycle racks - Management plan for snow storage and removal
Yes	NA 	Transportation Demand Management (TDM) (14-14.6.1(E)), if applicable Provide TDM plan drafted in accordance with Technical Manual Section 1 requirements

ENVIRONMENTAL		
Yes	NA	Preservation of Significant Natural Features (14-14.6.2(A)), if applicable Identify and describe the following: • High and moderate value waterfowl and wading habitat • Aquifers (for Casco Bay Islands) • Waterbodies (including wetlands, watercourses, significant vernal pools and floodplains) • Proposed preservation areas and protection measures • Documentation from environmental compliance consultants and determinations from applicable state and federal agencies
✓		
Yes	NA	Landscape Preservation (14-14.6.2(B)) Identify and describe the following: • Measures to preserve trees, including within required zoning setbacks (Technical Manual, Section 4) • Measures to protect existing vegetation during construction
✓		
Yes	NA	Site Landscaping and Buffers (14-14.6.2(C)) Identify and describe the following: • Overall landscaping approach and consistency with standards • The use of screening and buffering of service areas and between non-residential and residential uses • Existing Heritage or Feature Trees on site and measures to preserve • Compliance with street tree requirements
✓		
Yes	NA	Water Quality, Stormwater Management, and Erosion Control (14-14.6.2(D)) Identify and describe the following: • Erosion and sedimentation control plan and measures • Evidence of compliance with Urban Impaired Stream Standards pursuant to DEP Chapter 500 stormwater law, as applicable • Subsurface sanitary sewage disposal and groundwater protection measures
	✓	

PUBLIC INFRASTRUCTURE AND COMMUNITY SAFETY		
Yes 	NA	Consistency with City Master Plans (14-14.6.3(A)) Describe proposed easements, rights and improvements to connect or continue off-premises public infrastructure, as applicable
Yes 	NA	Public Safety and Fire Prevention (14-14.6.3(B)) Identify and describe the following: - Compliance with Crime Prevention through Environmental Design (CPTED) requirements (Technical Manual, Section 3) - Emergency vehicle access - Consistency with public safety standards (Technical Manual, Section 3)
Yes 	NA	Availability and Adequacy of Public Utilities (14-14.6.3(C)) (Technical Manual, Sections 2 & 9) Identify and describe the following: - Electrical services, including providing underground services - Existing and proposed connections for public utilities and required public utility upgrades - Sewer line connections
SITE DESIGN		
Yes 	NA	Massing, Ventilations and Wind Impact (14-14.6.4(A)) Identify and describe the following: - Wind and ventilation impacts on adjoining structures and/or adjacent public spaces, including wind study, if applicable - Bulk, location, or height impacts on adjoining structures
Yes 	NA	Shadows (14-14.6.4(B)), if applicable Provide shadow analysis of impacts on publicly accessible open space (Technical Manual, Section 11)
Yes 	NA	Snow and Ice Loading (14-14.6.4(C)) Describe building design measures to prevent snow and ice from loading or falling onto adjacent properties or public ways
Yes	NA 	View Corridors (14-14.6.4(D)), if applicable Describe any protection of designated view corridors (Portland Design Manual, Appendix. 1)
Yes	NA 	Historic Resources (14-14.6.4(E)), if applicable Identify and describe the following: - The site's status as a designated landmark, within a historic district or historic landscape district, or within 100 feet of any designated landmark, historic district, or historic landscape district - Compliance with standards for preservation and documentation of archaeological resources

Yes	NA 	Exterior Lighting (14-14.6.4(F)) Describe how the proposed site lighting will adhere to photometrics requirements as it relates to light trespass and full cutoff fixture design, pursuant to Technical Manual Section 12
Yes	NA 	Noise and Vibration (14-14.6.4(G)) Provide data on noise levels for HVAC and other mechanical equipment, such as design specifications, to demonstrate consistency with state and federal noise emissions requirements as well as City code
Yes	NA 	Signage and Wayfinding (14-14.6.4(H)), if applicable - Provide signage plan showing the location, dimensions, height and setback of all existing and proposed signs - Provide drawings of all commercial and directional signage on site
Yes	NA 	Zone-Related Design Standards (14-14.6.4(I)) Address any applicable design review standards by zone, including compliance with Design Manual

MAJOR SITE PLAN DRAWINGS CHECKLIST

Please upload the following DRAWINGS with the listed details into e-Plan as separate pdfs.

All drawings must be submitted in a 24 x 36 sheet size.

BOUNDARY SURVEY (stamped by a Maine Licensed Surveyor and drawn as per Technical Manual Sec. 13)

SITE PLAN(S) (stamped by a Maine Licensed Professional Engineer) including:

All sheets – Include a title block with project title and the following information:

- Project street address
- Name and address of property owner & applicant
- Licensed design professional, incl firm that produced plans
- North arrow
- Date of preparation and revision history block
- Tax parcel (chart, block, and lot) number

Existing Conditions Plan with the following:

- Existing structures, with distance from primary building façade(s) to the property line
- Approximate location of structures on abutting properties
- All streets and intersections adjacent to the site
- Existing driveways, pedestrian ways, and bicycle infrastructure, including dimensions and materials
- Existing public transit infrastructure
- Existing vehicle & bicycle parking areas
- Existing utilities on site and within adjacent rights-of-way
- Existing grades (two-foot contours preferred)
- Location of water courses, wetlands, and vegetation, or other significant natural features
- Existing soil conditions and location of test pits and borings
- Zoning boundary lines, including overlays
- Location of all existing easements and rights-of-way

Proposed Site Plan with the following:

- Proposed structures, including distance from primary building façade(s) to property lines
- Ground floor area, and finished floor elevations for all buildings
- Any proposed geometric modifications to streets and intersections adjacent to site
- Location, dimensions and materials of all proposed driveways, vehicle, bicycle, & pedestrian access ways with corresponding curb lines
- Engineered specifications/ cross-sections for proposed driveways, sidewalks & paved areas
- Location and dimensions of proposed loading areas, including turning templates
- Proposed transit infrastructure with dimensions/ engineering specifications
- Location of vehicle and bicycle parking with dimensions and engineering specifications
- Location of all snow storage areas
- Exterior lighting (please see Technical Manual Sec. 12 for photometrics requirements)
- Location of fire hydrants

• Location of solid waste management receptacles • Location of all proposed HVAC and mechanical equipment, including proposed screening, where applicable • Location of proposed easements and rights-of-way, including dimensions • Please utilize color-coding and/or hatches and shading to delineate changes between the pre and post development condition as needed
UTILITY PLAN including:
• Proposed electrical infrastructure • Location, sizing and directional flows of all proposed sewer and stormwater infrastructure • Location and dimensions of off-premises public or publicly accessible infrastructure adjacent to site • Electric utility infrastructure
GRADING AND DRAINAGE PLAN including:
• Proposed grades • Proposed stormwater management measures meeting Technical Manual (Section 5) standards • Any proposed alteration of a watercourse or wetlands • Any groundwater protection measures • Proposed buffers and preservation measures for wetlands or significant natural features
LANDSCAPE PLAN including:
• Existing vegetation to be preserved and preservation measures • Proposed landscaping, screening, and street trees, including caliper widths for trees • Planting schedule, including street trees
ARCHITECTURAL PLANS AND RENDERINGS including:
• Exterior building elevations, color renderings, illustrations of all sides • Axonometric and street-level views for structures greater than three stories in height • Provide context drawings, if applicable (Design Manual, page 1) • Floor plans
CONSTRUCTION MANAGEMENT PLAN including:
• Specifics on traffic control, sidewalk sheds, and pedestrian rerouting • Include a drawing and written narrative
OTHER
• Details and cross-sections, as necessary

MAINE REAL ESTATE TAX-Paid

DLN: 1001440002143

Warranty Deed **(Maine Statutory Short Form)**

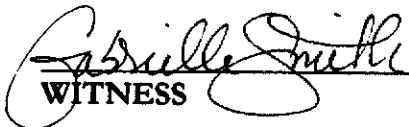
KNOW ALL PERSONS BY THESE PRESENTS, THAT, I, Nicholas M. Marchant, with a mailing address of 75 Webster Avenue, Westbrook, Maine 04092, for valuable consideration paid, by **Nathaniel Green and Samantha Connelly**, with a mailing address of 282 Woodford Street #1, Portland, Maine 04103, the receipt and sufficiency whereof is hereby acknowledged, does hereby GIVE, GRANT, REMISE, BARGAIN, SELL AND CONVEY, unto the said **Nathaniel Green and Samantha Connelly**, their heirs and assigns, with **WARRANTY COVENANTS**, as joint tenants, a certain lot or parcel of real property with any improvements thereon situated in the City of Portland, County of Cumberland, State of Maine, bounded and described as follows:

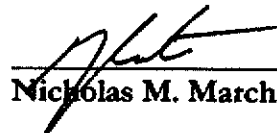
PROPERTY DESCRIBED IN "EXHIBIT A" ATTACHED HERETO AND MADE A PART HEREOF

Meaning and intending to convey the same premises conveyed to Nicholas M. Marchant by virtue of a deed from Mary A. Harvey, Personal Representative of the Estate of Edward F. Cogswell, dated July 11, 2014 and recorded on July 16, 2014 in Book 31638, Page 171 with the Cumberland County Registry of Deeds.

The premises are conveyed together with and subject to any and all easements or appurtenances of record, insofar as the same are in force and applicable.

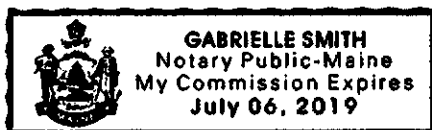
Witness my hand and seal this 26th day of November, 2014.


WITNESS


Nicholas M. Marchant

STATE OF MAINE
COUNTY OF CUMBERLAND, ss.

Personally appeared on this 26th day of November, 2014 the above named Nicholas M. Marchant and acknowledged the foregoing instrument to be his free act and deed.



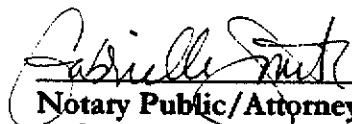
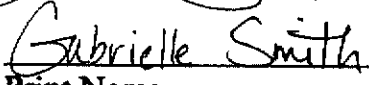

Notary Public/Attorney At Law

Print Name

EXHIBIT A

A certain lot of land situated on the Northerly side of Marion Street in Portland, County of Cumberland, State of Maine, bounded and described as follows, to wit:

Beginning at a point in said Northerly line of Marion Street three feet and four inches Easterly of the Northeasterly line side line of a house belonging to Elias Thomas et als, said point being also about two hundred forty-two feet Northeasterly of Washington Street by said Marion Street; thence Northwesterly parallel to the side line of said house and three feet and four inches therefrom about sixty (60) feet to land now or formerly of H.M. Pope; thence Northeasterly by said Pope land twenty-eight and one-half feet; thence Southeasterly about sixty feet to a point on said Marion Street thirty-five feet Northeasterly from point of beginning; thence Southwesterly by said Marion Street thirty-five feet to the point of beginning.

Portland, Maine



Yes. Life's good here.

Planning & Urban Development Department

ZONING ANALYSIS Relevant Zone(s) B-2b

All Projects:

	Required	Proposed
Lot Size	none	2,030sf
Area Per Dwelling Unit	435sf	676sf
Minimum Street Frontage	20ft	35ft
Front Yard Minimum	none	none
Front Yard Maximum	no more than 10	0ft
Rear Yard	minimum 10ft	16' 4"
Yard Right	none	none
Yard Left	none	none
Side Street Setback	n/a	n/a
Step Back	n/a	n/a
Maximum Lot Coverage	90%	75.7%
Minimum Lot Coverage	n/a	
Maximum Height	45ft	40' 9 1/2"
Open Space	n/a	n/a
Maximum Impervious Area	90%	81.7%
Pavement Setback	n/a	n/a
Floor Area Ratio	n/a	n/a
Off Street Parking Spaces	0	1
Loading Bays	n/a	n/a
Other 1		
Other 2		
Other 3		

Planned Residential Unit Developments (PRUD) Requirements

	Required	Proposed
Minimum Lot Size		
Minimum Lot Area per Dwelling		
Maximum # Units per Building		
Maximum Building Length		
Maximum Accessory Building Length		
Minimum Setbacks		
Minimum Building Separation		
Minimum Open Space		

Affordable Housing Density Bonuses (if applicable)

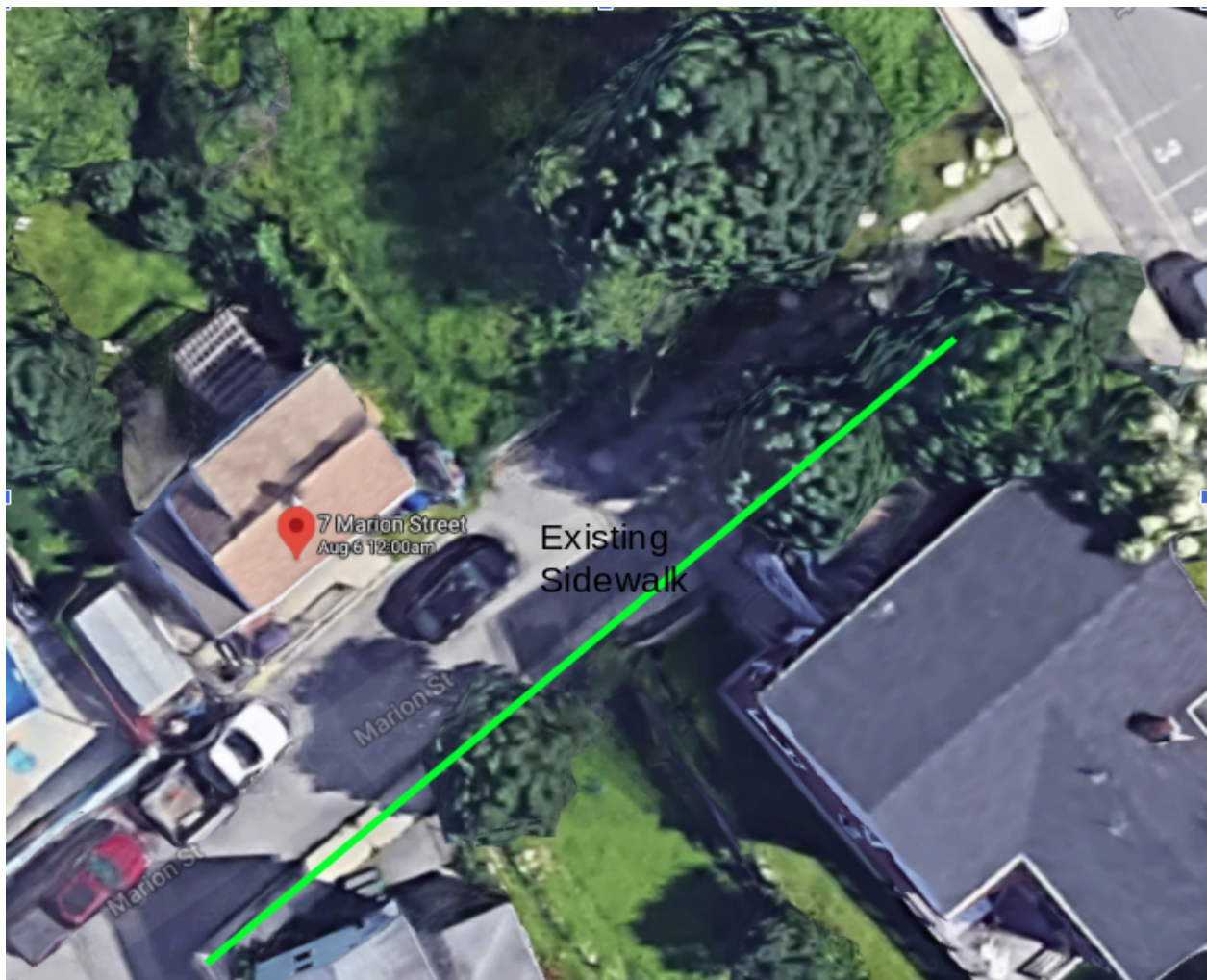
	Bonus Increase or Decrease	Maximum Allowable With Bonus	Proposed
Density			
Height			
Setback Reduction			
Recreation Space			
Maximum Accessory Building Length			
Minimum Setbacks			
Minimum Building Separation			
Minimum Open Space			
Explanatory Text 1 (optional):			
Explanatory Text 2 (optional):			
Explanatory Text 3 (optional):			

Green on the Hill Properties

Sidewalks (14-526 (a) 2 c)

- Sidewalks and condition along street frontages and internal walkways
- Engineered details for ADA ramps and public sidewalk details meeting sidewalk materials policy and ADA ramp construction details as applicable (Technical Manual, Section 1)

The proposed structure will have a 0' setback from the street. The section of road is a dead end with minimal traffic. There is an existing sidewalk on the right side of the street. The sidewalk goes up the right side of the street. There is no sidewalk on the left side of the St. even before the dead end.



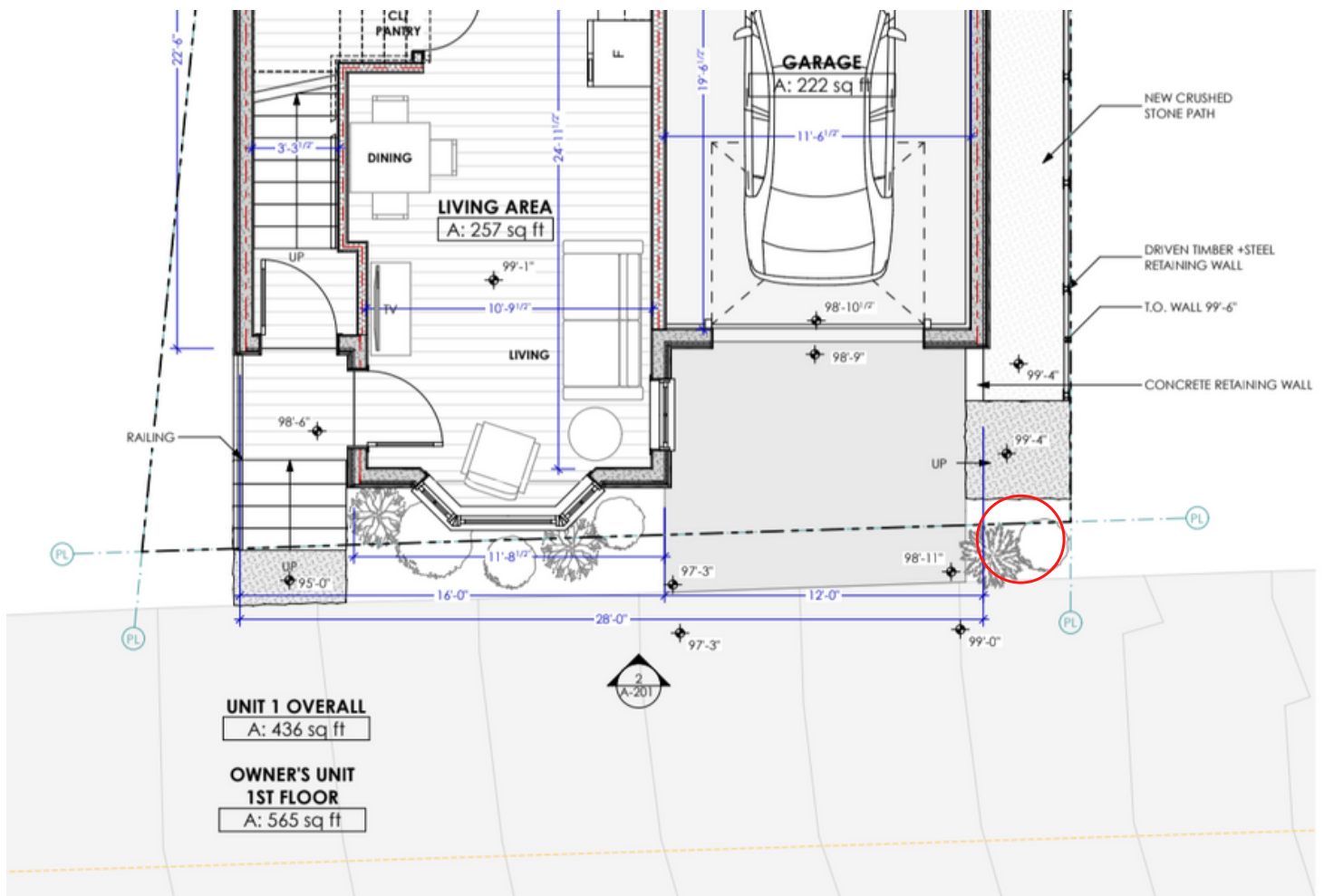
Standard to be Waived: Cite Ordinance or Technical Manual Standard	Cite Standard Language: Cite specific language of applicable Ordinance or Technical Manual Standard	Waiver Being Sought: Describe waiver being sought. Ex. – We are requesting a two-way parking lot drive aisle width of 20' feet.	Justification for Waiver: Address specific waiver criteria, if applicable, and document reasons for the waiver request.
14.6.1 B. 3. a. Curb and Sidewalks	All development shall provide curb and sidewalks along all frontages, installed to specifications as described in the transportation systems and street design standards of the Technical Manual.	We are requesting that the frontage remains curb only.	There is no sidewalk in existence or expected within 1000 feet and the construction of sidewalks does not contribute to the development of pedestrian oriented infrastructure. A safe alternative walking

Street Tree Waiver

Because of the width of the lot (28ft) is less than the distance required (30- 45ft on center by the technical manual) we are requesting a waiver to Land Use Code, Sec. 14.6.2 (C.4.a) that requires us to provide three street trees for our three units.

There is potentially room for one tree, location in the red circle in figure A.

A.





Benj. F. Packard

Bath Savings Institution

Since 1852

December 6, 2021

Nathaniel A. Green
Samantha T. Connelly
Green on the Hill Properties, LLC
7 Marion Street
Portland, ME 04101

Dear Nathaniel & Samantha:

Pursuant to our recent discussion, Bath Savings Institution (the Lender or Bank) has approved your request for commercial financing. This approval is made under the following terms and conditions:

BORROWER: Green on the Hill Properties, LLC

AMOUNT: A draw-down line of credit loan in an amount up to \$825,000.

PURPOSE: Provide funds for construction/permanent financing for construction of a 3-unit residential apartment building to be built at 7 Marion Street, Portland.

RATE: The initial interest rate shall be fixed for a period of five (5) years at three and three-quarter percent (3.750%); then the interest rate shall adjust daily based on Prime (Wall Street Journal, Money Rate Section) plus one percent (1.000%), based on three hundred sixty five (365) days per annum.

FEES: Bath Savings Institution shall waive the loan origination fee.

TERM: The term of the loan shall be twenty-one (21) years, with amortization based on twenty-five (25) years.

PAYMENT SCHEDULE: Borrower shall make twelve (12) monthly interest payments starting one month from the Loan closing date. After the initial twelve (12) month interest only period, the line shall convert to a term loan and the unused availability will be eliminated. Borrower shall then make monthly payments of principal and interest in an amount sufficient to pay the loan in full by the loan maturity date. Monthly loan payment amounts will be determined based on the total amount advanced during the draw period. All unpaid principal and accrued interest shall be due at maturity.

SECURITY: Collateral for this loan shall be a first mortgage, assignment of leases and rents and a UCC-1 financing statement on property located at 7 Marion Street, Portland.

GUARANTY: Nathaniel A. Green and Samantha T. Connelly shall guaranty this loan.

CONDITIONS:

- Bath Savings Institution shall order an “as-is” land only appraisal on the subject property evidencing a maximum 75% loan to value and an “as-complete” appraisal of the subject property, loan approval shall be limited to seventy percent (70.000%) loan to value.
- Construction monitoring by a third party is required, to include a pre-construction meeting. Cost will be paid by the Borrower.
- Proof of appropriate permitting and zone approval from the City of Portland shall be provided to the Bank.

LATE FEE: A late fee equal to five (5.00%) percent shall be charged on any payment more than ten (10) days late.

PREPAYMENT

PENALTY:

There will be no prepayment penalty assessed if the Borrower partially or fully prepays the loan due to accelerated amortization or sale of the property. If the Borrower refinances with another financial institution, a prepayment penalty will be assessed during the fixed rate period, during years one through five as a percentage of the principal balance equal to 5%, 4%, 3%, 2% and 1%, respectively.

DISBURSEMENTS: Disbursements shall be made to the Borrower at closing.

ENVIRONMENTAL MATTERS:

Satisfactory results of an Environmental Questionnaire and environmental records check of 7 Marion Street, Portland, Maine are required prior to closing. Borrower shall execute an Indemnity Agreement in favour of Lender with regard to all environment matters.

INSURANCE:

Prior to closing, Borrower shall obtain and maintain all insurance policies as the Bank may require, including:

All-Risk Casualty Insurance – at written replacement cost value and with replacement cost endorsement, covering all of the personal property and Borrower’s personal property (or the highest such coverage available) in the premises (including, without limitation, inventory, trade fixtures, floor coverings, furniture and other property removable by Borrower under the provisions of this loan) and all improvements installed in the premises.

Comprehensive General Liability Insurance – including contractual liability coverage, completed operations coverage, broad form property damage endorsement and protective liability coverage.

Flood Insurance – if the real estate is located in any federally designated “special hazard area”

Builders Risk Insurance–required during the construction phase of the loan.

The Lender shall be named as a loss payee of any insurance proceeds payable on a claim. Borrower shall further provide Lender assurance that the insurer will notify Lender by thirty (30) days prior written notice if any policy or any provision thereof or any rider thereto is cancelled, not renewed, or materially changed. Such notice of a material change shall include either the change itself, or a summary of the change in which case the change itself shall be provide to Lender within thirty (30) days.

TITLE INSURANCE:

Borrower shall provide Lender, at least three (3) days prior to closing, with a mortgagee's title insurance binder or interim report of a title insurer acceptable to Lender in the face amount of \$825,000.00 on the mortgaged property. Such title insurance binder or interim report shall contain a description of the property satisfactory to the Bank's counsel and shall commit the title insurer to issue a policy in A.L.T.A form insuring the mortgage of Lender to be valid first lien on the property and improvements thereon, free and clear of all liens and encumbrances except those to which Lender has consented and without a survey or mechanics lien exception.

SECONDARY ENCUMBRANCES:

Borrower agrees that there shall be no additional financing of the property securing the loan during the term of the loan without Lender's written consent.

SUBORDINATION OF LEASES:

Any leases entered into between Borrower and any lessee with respect to all or any portion of the mortgaged property shall be subject to all of Lender's rights, and in addition, shall provide that Lender may succeed to the interest of Borrower under the lease. Borrower shall provide Lender with lease ratification's from each tenant stating that the lease is in full force and effect and unchanged, that there are no defaults, that the rent has not and will not be prepaid and that the tenant will subordinate its interest to Lender's mortgage.

PERMITS, APPROVALS AND COMPLIANCE:

Borrower shall provide to Lender or Lender's counsel at or prior to closing copies of all federal, state and municipal permits, approval and other regulatory and administrative permissions required by law. Borrower shall also provide to Lender or Lender's counsel all opinions of counsel and other documents requested by Lender or Lender's counsel in these regards.

FINANCIAL STATEMENTS:

Annually, the Borrower and Guarantor(s) shall furnish financial statements and such other evidence of Borrower's worth and income as the Bank shall require. Said figures are to be prepared in a manner suitable to the Bank and submitted to the Bank within one hundred twenty (120) days after the close of the Borrower's fiscal year.

Borrower shall bear all expenses incurred in connection with the loan including, but not limited to, attorney's and/or appraiser's fees.

Borrower shall confirm, by documents satisfactory to the Bank, the existence of all leases, insurances and other collateral reserved or taken by the Bank.

Any business conducted by Borrower shall have all requisite licenses, permits and approvals to operate, including proper zoning.

No significant air or water pollution shall be permitted from any business of Borrower in or to which Bank has a lien interest.

No liens or attachments whether or not superior to the lien of the Bank shall be placed or arise on the collateral other than those specifically approved in writing by the Bank. The property mortgaged to Bank shall be kept in good repair, and all taxes and assessments thereon shall be paid when due.

No commitment to loan given by the Bank to Borrower shall be assignable by the Borrower.

DEPOSIT RELATIONSHIP:

The principal deposit account of the Borrower and business shall be maintained with Bath Savings Institution for the term of the loan.

Any commitment given by the Bank to the Borrower shall expire if the commitment is not accepted by the Borrower in writing within twenty (20) days of the date of this letter. The loan is expected to close within sixty (60) days of the date of this letter. It is anticipated that the closing will occur on or before February 6, 2022. Any extension to the above must be in writing from the Bank.

The parties to this agreement agree that this commitment shall survive the loan closing contemplated hereunder and that each of the obligations and undertaking of the Borrower shall be continuing and shall not cease until the entire loan, together with interest and fees, is paid in full.

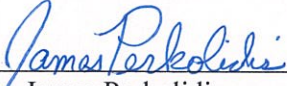
The provisions of this agreement cannot be waived or modified unless such waiver or modification is issued in writing and signed by the parties to this agreement.

You are hereby notified, pursuant to 10 M.R.S.A. Section 1146(2) (1991), that no oral discussions or representations by the Lender will constitute a promise, contract or agreement to lend money, extend credit, forbear from collection of a debt or make any other accommodation for the repayment of a debt, and that in the event any such promise, contract or agreement is ultimately reached between you and the Lender, such promise, contract or agreement to be effective or enforceable against the Lender, and in order for an action to be maintained, must be both (a) in writing; and (b) signed by the Lender.

Borrower shall execute such further documents to secure the loan as counsel for the Bank shall determine are necessary or advisable in the interest of the Bank.

If the foregoing is satisfactory for your needs, please sign a copy of this letter and return it to the Bank. Should you have any questions or comments, please do not hesitate to call.

BATH SAVINGS INSTITUTION

By: 
James Perkolidis
Its: Vice President

Seen and Agreed to:
GREEN ON THE HILL PROPERTIES, LLC

By: _____
Nathaniel A. Green
Its: Member Date _____

By: _____
Samantha T. Connelly
Its: Member Date _____

As Guarantors:

Nathaniel A. Green, Individually Date _____

Samantha T. Connelly, Individually Date _____

2021

350 US Rt 1 Yarmouth: Permitted and in process of building 21 unit mixed use building

2020

177 St. John St. Portland, ME Rehabbing vacant 2 unit into residential units

331 Gray Rd Falmouth, ME Constructed new accessory dwelling unit detached single family home on property

71 Court St. Bath, ME Rehabbed vacant foreclosed 2 unit into residential units

36 Dummer St. Bath, ME Rehabbed vacant foreclosed 3 unit into residential units

756 Middle St. Bath, ME Developed Vacant Church into 6 residential units

2019

6 Mt. Vernon St Biddeford, ME Rehabbed vacant foreclosed 2 unit into residential units

43 Green St Saco, ME Rehabbed vacant foreclosed single family into a residential unit.

60 Brackett St. Westbrook, ME Rehabbed vacant foreclosed 2 unit into residential units

242 Congress Ave Bath, ME Rehabbed vacant foreclosed 3 unit into residential units

2018

445 Main St. Saco, ME Rehabbed 13 unit historic building. Successfully went through historical committee to add 2000 sq ft of professional office space

133 Longwoods Rd. Cumberland, ME Rehabbed single family property

331 Gray Rd Falmouth Rehabbed single family property

44 Spring St. Gardiner, ME Rehabbed single family property

18 Clinton St. Gardiner, ME Rehabbed single family property 2 Gilman St. PI Augusta, ME Rehabbed single family property

22-26 Spring St Saco, ME Rehabbed three family property

2017 5 Liberty St. Bath, ME Rehabbed vacant foreclosed 2 unit into residential units

2016 91 Pleasant St. Brunswick, ME Rehabbed 9 unit into residential units

2014 7 Marion St. Portland, ME Rehabbed vacant foreclosed single family house

2013 282 Woodford St. Portland, ME Rehabbed 3 unit residential property



LEAH R SCHAFFER

5 Washington Street, Unit 201
Biddeford, ME 04005
p | 757.927.5324
e | leah.r.schaffer@gmail.com

EDUCATION

Fall 2019 - Spring 2020

UNIVERSITY OF PENNSYLVANIA

Executive Program for Social Innovation Design, Graduate Certification

Fall 2009 - Spring 2014

VIRGINIA TECH COLLEGE OF ARCHITECTURE AND URBAN STUDIES

Bachelor of Architecture
Magna Cum Laude, GPA | 3.72

Fall 2012 - Spring 2013

CEPT UNIVERSITY | AHMEDABAD, INDIA

Study Abroad

WORK EXPERIENCE

October 2019- Present

MOBILE STUDIO DESIGN | BIDDEFORD, ME | Project Architect

Working on and leading design projects in both residential and commercial construction. Responsible for overseeing projects from preliminary design through construction administration.

November 2015-October 2019

CALEB JOHNSON STUDIO | PORTLAND, ME | Licensed Architect

Working on projects ranging in scale from residential renovations to commercial construction. Project roles include regulatory review, schematic design, preliminary budgeting, design development, construction documents, and construction administration.

August 2014 - August 2015

AGAPE COMMUNITY CENTER | MILWAUKEE, WI | Neighborhood Revitalization VISTA

An Americorps VISTA position working on programs of neighborhood development focusing on the Northwest side of Milwaukee. Projects included rebuilding a community garden, home improvement grants, organizing community events, recruiting volunteers, and other community based projects.

Summer 2014 + Summer 2012

ONSITE ARCHITECTURE | BLACKSBURG, VA | Architectural Intern

Created a set of survey drawings for a small residence. Completed schematic design drawings and a model for a residential addition. Responsible for making competition boards and press kits for the Masonic Amphitheatre.

Fall 2011- Spring 2012

design/buildLAB | BLACKSBURG + CLIFTON FORGE, VA | Team Member

Design and construction of an amphitheatre in Clifton Forge, Virginia with a team of architecture students. Developed community presentations and prepared grant applications. Collaborated with multiple consultants: Structural Engineer, Civil Engineer, Theatre Consultant, Contractors, and the Historic Theatre Board. Responsible for construction documents and material take-offs.

BOARDS+ VOLUNTEER WORK

January 2019 - Present

MARBLE BLOCK REDEVELOPMENT BOARD | BIDDEFORD, ME | Board Member

Engine is a downtown arts nonprofit in Biddeford that has acquired an existing historic building downtown. We have been working through a strategic plan for how best to use the space and serve community needs. In addition to Board Member responsibilities I have been working as a Project Manager getting estimates for abatement, structural repairs and other needed building improvements. We are also coordinating architectural services for future space fitouts for Engine and other like minded tenants.

Spring 2016 - Present

HEART OF BIDDEFORD | BIDDEFORD, ME | Design Committee Chair + Board Member

HOB is a Main Street organization that works closely with the City, local businesses, and residents to foster economic development and improve the downtown and quality of life. As HOB Design Committee Chair I lead a group of volunteers that focuses on projects for the downtown that enhance the streetscape, promote walkability, work to address vacant buildings and blight, work with the city, and the Adopt-a-Park program.



LEAH R SCHAFFER

5 Washington Street, Unit 201
Biddeford, ME 04005
p | 757.927.5324
e | leah.r.schaffer@gmail.com

BOARDS+ VOLUNTEER WORK

- Fall 2018 - Present **ENGINE** | BIDDEFORD, ME | Volunteer
Responsible for helping to coordinate the annual York County Mini Makers Faire. This event is geared towards bringing together makers, crafters, and designers to share what they have made and learned. This specific event is geared towards STEM education for kids.
- Spring 2016 - Present **BIDDEFORD HISTORIC PRESERVATION** | BIDDEFORD, ME | Commissioner
- Summer 2011 **FREESSET GLOBAL** | KOLKATA, INDIA | Volunteer
Responsible for organizing financial data. Assisted with tote bag production alongside newly employed women no longer trapped in Kolkata's sex trade.

HONORS

- Fall 2009 - Spring 2014 **DEANS LIST**
- 2012 **MASONIC AMPHITHEATRE** | 3RD YEAR DESIGN/BUILD PROJECT
Building of the Year | american-architects.com
ONE Prize | Honorable Mention
SEED Award | Honorable Mention
AIA Blue Ridge + AIA Virginia Design Excellence Award
Architizer A+ Awards | Popular Vote Winner

SKILLS

- Software Adobe Creative Suite, AutoCAD, Rhino, ArchiCAD, V-Ray, Sketch-Up, ArcGIS, Microsoft Office
- Other Grant-writing, Project Management, Construction, Photography, Graphic Design, Hand Drafting, Model Making, Wood-working
- Languages Basic Spanish (4 years), Basic Hindi (1 year)

- REFERENCES** Available upon request.

FIRM PROFILE

Atlantic Resource Consultants is a recently formed Maine based company providing high value professional engineering services to clients throughout New England. The founding principals have over 100 years of combined experience in site analysis, land planning, civil engineering design and permitting on a wide variety of complex and challenging land development and infrastructure improvement projects.



Our forward thinking, strategic approach to design produces practical solutions that enhance projects and create value for our clients.

KEY SERVICES

- Site Analysis and Selection
- Feasibility Studies & Land Planning
- Site/Civil Engineering Design
- Stormwater Management
- Land Use Permitting
- Water Resource Planning
- Resiliency and Sea Level Rise Planning
- Construction Inspection & Administration
- Data Gathering & Pre-Construction Services

MARKET SECTORS

- Residential Development
- Commercial Development
- Municipal Infrastructure
- Healthcare
- Education
- Athletic Facilities
- Corrections and Public Safety
- Resorts
- Golf Course Development

PRINCIPALS

Andrew Johnston, PE, LEED AP, CEng, CWEM, MCIWEM



Andy graduated with a Bachelor's Degree in Civil Engineering from Brighton Polytechnic University in England in 1991. He also holds a Master's Degree in Coastal Zone Management from the University of Ulster. Through the 1990's he worked on design and construction of large-scale public works projects to improve surface water quality throughout the south of England. In 1998 he moved to the US and worked for an engineering company in Rhode Island, first as a design engineer and later as head of the Site/Civil Department. His major projects included leading design, permitting and construction oversight of residential, commercial, golf course and resort community developments.

Since moving to Maine in 2004, his work has included planning, design and permitting of major healthcare, infrastructure, assisted living and retirement communities, commercial, residential, retail and industrial facilities. He has taken an active role in development of new State and local stormwater and planning ordinances through participation in technical committees and focus groups. His experience and expertise have led to several opportunities to present his work at seminars and conferences throughout the region. Andy has an active interest in coastal resiliency planning and has published on this topic in a peer reviewed scientific journal.

He is a registered professional engineer in the States of Maine, New Hampshire, New York, Connecticut, Massachusetts and Rhode Island and a Chartered Professional Engineer, Chartered Water and Environmental Manager, Chartered Environmentalist and Member of the Chartered Institution of Water and Environmental Management in the United Kingdom. He is also LEED certified.

Jason Vafiades, PE, LEED AP



Jason graduated with a Bachelor's Degree in Civil and Environmental Engineering, University of Maine, Orono in 2005. He also holds a Master's of Fine Art's Degree in Creative Writing from the University of Maine, Orono in 2001 and a Bachelor's Degree in English Literature and Classical Studies from the University of Maine, Orono in 1999.

Jason has over 12 years' experience in civil engineering, hydrologic and hydraulic modeling, permitting, and project management in the States of Maine and Washington. He has provided design engineering, project management and construction administration services to a variety of projects, including residential, commercial, municipal and institutional components. He relies on his strong communication skills to manage project outcomes and realize successful delivery of project goals. He is a registered professional engineer in Maine and is LEED certified.

KEY PERSONNEL



Michael Vachon – Senior Designer/CAD Manager

Mike's has over 20 years' experience in the construction industry as a materials testing technician, survey crewman and designer and draftsman, and has worked for consulting engineering companies in Maine and New Hampshire. His expertise includes in-depth knowledge of Autodesk Civil3D, survey software and equipment, and site design. In addition to managing all drafting tasks at ARC, Mike undertakes site designs, preparation of permit submissions, and is responsible for file management.



Gordon "Gordie" Smith – Director of Construction Services

Gordie has over forty years of experience in Construction Administration and Inspections. He has worked on major infrastructure and private development projects throughout Maine and northern New England, including several multi-million dollar projects at the Portland International Jetport. His other experience includes construction administration on municipal roadway projects, wastewater collection and treatment projects and marine and port facilities. As Director of Construction Services, Gordie's duties at ARC include pre-construction data gathering, constructability reviews, and construction cost estimates in addition to construction administration.



Keegan Smith – Civil Engineering Technician

Keegan has worked for civil engineering firms for over ten years, performing construction inspection, estimating, surveying, and drafting. He has undertaken inspection work on major infrastructure projects at the Portland International Jetport including runway resurfacing and extensions. His other experience includes construction inspections for Portland Water District and the Town of Scarborough. Keegan's duties at ARC include pre-construction information gathering, processing and formatting, assisting with construction cost estimates, construction inspections and drafting.



Tony Panciocco, PE – Senior Civil Engineer

Tony graduated with a B.A in Economics from Tufts University in 1990 and a B.S. in Civil Engineering from Northeastern University in Boston in 2000. He has over twenty years of engineering experience on a variety of projects throughout New England including schools, athletic facilities, residential, commercial, and institutional projects. Tony is a licensed Civil Engineer in Maine, New Hampshire, Vermont and Connecticut and is a member of the American Society of Civil Engineers. At ARC Tony heads up our in office design and permitting team.

**Charlie Burnham, PE - Senior Civil Engineer**

Charlie graduated with a B.S in Civil and Environmental Engineering from Clemson University in 2010. He has almost ten years of engineering experience on a variety of projects in Maine including wastewater treatment plant upgrades, pump stations, landfill improvements, residential subdivisions, and commercial development projects. Charlie is a licensed Civil Engineer in Maine, and is a member of the American Society of Civil Engineers. At ARC Charlie splits his time between design and permitting work and construction inspections.

**Tori Wilson - Engineer in Training**

Victoria (Tori) Wilson graduated with a B.S. in Civil and Environmental Engineering from The University of Maine Orono and has been working with her family on a large project that consists of a Winery and Vineyard. Tori joined ARC in 2018 and assists with engineering designs, permit applications, and project administration. She is also a valued member of our construction inspection team and spends significant time in the field. Tori passed her fundamentals of engineering exam in 2020 and is progressing towards professional licensure.

**Zachary Gold, EI - Engineer in Training**

Zachary (Zach) Gold graduated with a B.S. in Civil and Environmental Engineering from The University of Maine Orono and has experience working on municipal and roadway design projects and construction inspections. Zach joined ARC in 2020 and assists with engineering designs, permit applications, construction inspections, stormwater modeling and project management.

**Lucien Langlois - Environmental Project Manager**

Lucien graduated from the University of Maine in Orono with Bachelor's of Science Degree in Ecology & Environmental Science. Lucien has over five years' experience working with natural resources, environmental regulations and associated permitting. He joined the ARC team in August of 2021. Education: B.S., Ecology & Environmental Science, University of Maine. Skills: Natural Resource Mapping (streams, wetlands, and vernal pools), Land Use Permitting, ArcGIS, GPS

Certifications: Maine NPS Contractor Training - Erosion Control BMPs

**Silas Canavan, PE, CFM – Senior Project Manager**

Silas graduated with a bachelor's degree in Civil Engineering from the University of Vermont in 2005. He has over sixteen years of engineering experience on a variety of projects throughout New England including, residential, commercial, industrial, and institutional projects. Silas is a licensed Civil Engineer in Maine, and a Certified Floodplain Manager. At ARC, Silas designs, oversees, and reviews projects and provides technical input on design and construction documents.

**Jake Angell – Civil Engineering Technician**

Jake graduated from University of Maine at Orono with a B.S. in Construction Engineering Technology, dual minor in Survey Engineering Technology and Engineering Entrepreneurial, and has OSHA 30 hour certification. Jake joined ARC in 2021 and works with the construction services team on data gathering, inspections and oversight of utility and infrastructure projects and tracking quantities.

Site Plan Standards Assessment

14.6.1 Transportation standards

We seek to mitigate any disruptions or changes to the transportation system created by the proposed construction, but do not anticipate any significant effects. Our goal is to create seamless integration through low impact design, so that any impact to the neighborhood is minor.

See “Sidewalks 14-526” and “Traffic_Parking 14-526” for details. We are requesting a sidewalk waiver. There is currently not a sidewalk on the front of the building. Additionally, as this is a dead end road, the sidewalk across the street provides an adequate and accessible alternative route.

On the Site Plan there are details for resetting and reinstalling curbing where necessary. See plan for details.

14.6.2 Environmental quality standards

Although there are no significant natural features as defined by 14.6.2 A. 1., we seek to preserve two large trees for natural barriers to the lot. While a significant portion of the backyard growth will be unsalvageable due to construction, landscape plans will replace any loss with native and indigenous plants. Please see “Landscape Preservation” and “Site Landscaping(1)” for details.

14.6.3 Public infrastructure and community safety standards

Our goal is to align the proposed project with the City Master Plan in order to provide a safe and efficient addition to Portland’s housing market. See “Consistency with City Master Plan”.

14.6.4 Site design standards

Site design will not negatively impact surrounding properties or community.

14.6.3 Public infrastructure and community safety standards

The proposed construction will meet all community and safety standards through the CPED, utilizing natural and environmental barriers such as established and raised entrances and visibility. Emergency vehicles will have adequate access to the building.

In regards to utilities, the development will not overburden sanitary sewers and storm drains, water lines or supply, or other public infrastructure and utilities. In addition, we will provide adequate utility infrastructure on-site and in connection to surrounding locations and facilities. We are currently working with the town and Life Safety Fire Protection Inc. engineers on design and implementation of a sprinkler system that will not burden the city water lines.

14.6.4 Site design standards

The height of the building meets city requirements and shall not impact health and safety or value of surrounding spaces. HVAC exhausts will vent away from surrounding buildings. The height will not have a negative impact on public space (adjacent roadways). Additionally, height will not affect view corridors as defined by the *Downtown Vision View Corridor Protection Plan*.

Snow and ice removal will utilize the backyard for storage and will not impact nearby properties.

The site is neither within a historic or historic overlay zone.

Because of our 0ft setback, recommendations from Swaney Lighting Associates on a photometric plan were to exclude any significant exterior lighting other than small residential fixtures. We will follow those recommendations.

All HVAC, AHU, and similar units will meet requirements for sound.

The site will provide an established street wall through a raised 1st floor entrance for units 1 and 2 as well as side path access unit 3. The building will be oriented to and directly accessible from the public sidewalk and designed and scaled compatible with surrounding development. This proposed design respects and fits in with the surrounding residential developments.

Landscape Preservation

One maple tree and one yellow poplar will be preserved in the back of the site.

Small shrubs and plants that cannot be preserved during the construction due to close proximity to the existing house will be replaced with native or indigenous plants, bushes, and trees. Emphasis will be placed on the creation of natural barriers between plots with special consideration to the health of local area species. Landscapers will consult local resources such as Maine Audubon for best practices and specific plant selection.

Consistency with City Master Plan

As members of the community for over a decade, Samantha Connelly and Nathaniel Green both personally value preserving and enhancing the City of Portland and are confident in the proposed construction's adherence to the City Master Plan. The proposed building adds two units of market rate rental housing on Munjoy Hill, and creates responsible community housing.

In addition, plans include sustainable energy solutions that minimize carbon emissions through utilities such as heat pumps and electric stoves. The site plan also preserves a green space in the back of the building which includes a landscape plan to focus on native and indigenous plants.

Green and Connelly renovated the original house themselves and after living in it for 8 years, have decided to further invest in a future on Munjoy Hill. Green owns a real estate company that provides housing across Maine. Connelly works alongside Green as well as a local business down the hill on Cove st. The unique building design will allow them to stay in the neighborhood as they grow their family, further investing in the community that they love.

Green on the Hill Properties

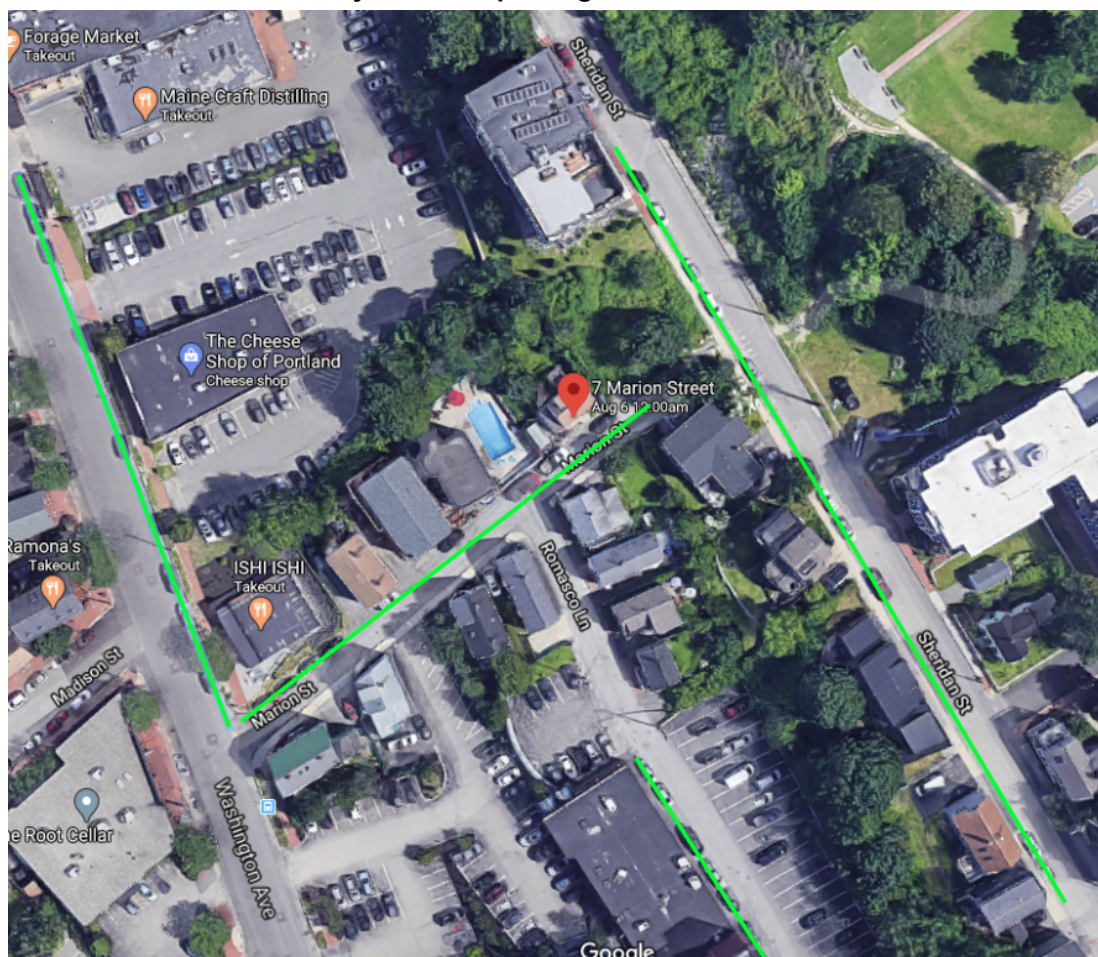
The building is three units, therefore we will utilize curbside trash and recycling pickup.

Green on the Hill Properties

Off-Street Parking: Vehicle & Motorcycle/Scooter) (14-526 (a) 4 a and c)

- Expected parking demand, proposed parking supply, ADA parking, and applicable Zoning Requirements
- Address Technical Manual standards (Section 1) for curb cut separation and parking lot layout and locate on site plan

- **There are currently no off street parking spaces at the single family property at 7 Marion St.**
- **The proposed three unit project will have a 1st floor basement. This will include a single garage door entrance.**
- **The basement will have the capacity to park 1 car.**
- **The proposed structure will occupy a maximum of 6 adults or 6 vehicles. The remaining cars will park on street parking areas on Marion St., Romasco Ln, Washington Ave, and Sheridan St.**
- **The off street parking areas are indicated with green lines on the diagram below.**
- **The proposed development will generate a negligible impact on traffic and parking.**
- **See below for nearby off street parking**



Neighborhood Meeting Certification

I, Samantha Connelly hereby certify that a neighborhood meeting was held on 4/6/22 on an online forum, meet.google.com/vtn-qhpf-sbu, at 7:00pm for the proposed project located at 7 Marion Street in Portland, ME.

I also certify that on 3/2/22, notices were mailed to the following:

1. All addresses on the mailing list provided by the Planning Division which includes property owners within 500 feet of the proposed development (1,000 feet for subdivisions within an industrial zone or industrial zone changes).
2. Residents on the "interested parties" list.

Signed,

A handwritten signature in black ink, appearing to read "Sam Connelly", written in a cursive style.

Samantha Connelly
4/8/22

Notice of Public Meeting Certification

I, Samantha Connelly hereby certify that a notice of neighborhood meeting sign was and will remain posted from 4/16/22 to 4/27/22 prior to the public workshop held on 4/26/22 for the proposed project PL-001894-2022, located at 7 Marion st.

Photo documentation of sign in situ:



Note that it is the applicant's responsibility to remove the notice of public meeting sign within three days following the date of the meeting.

Signed,

Samantha Connelly
4/16/22

Planning and Urban Development Department



Subject: Site Plan Review Comments – 7 Marion Street

Written by: Austen Torres Davis, Planner

Date Written: March 31, 2022

The proposed multi-family residential development proposal located at 7 Marion Street (PL-001894-2022) was reviewed against Chapter 14 of the City of Portland Land Use Code, as well as the City of Portland Technical Manual.

Dear Samantha Connelly,

Please find below, comments from Planning & Urban Development Department staff and site plan peer reviewers.

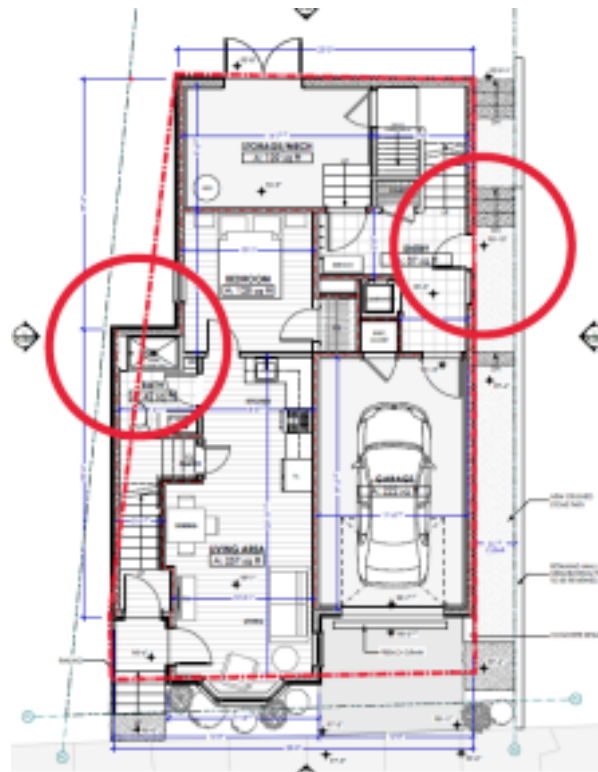


Figure 1



Figure 2

General Comments from Planning Staff:

- The street wall could be better defined by bringing the garage wall in line with the bay-window façade area. (See Dotted Line in Figure 1)
- Life safety access would be improved by aligning the southern wall more cohesively with the property line – allowing emergency access around the entire building. (See Dotted Line in Figure 1)

Because of the 0ft setback requirements and the extent to which this would require significant change to design and construction, we argue that there exists adequate access to the extent that we can provide it on the lot and zone.

- The adjacent property owner at 146 Sheridan Street has expressed concern that illegally parked vehicles block site access. Tenants of 7 Marion Street should be made aware that no parking should block the gateway access point to the adjacent property (See Figure 2). We were unaware of concerns from 146 Sheridan and will be conscientious of this moving forward. If helpful, we would like to propose striking lines in the front of the house. Additionally, the Sheridan lot has access via Sheridan st, a much wider road and more

vehicle accessible road.

- Overhead utilities should be flagged on site plans.

[See engineer edits](#)

- Removal of fence from neighboring properties to get rid of encroachment is necessary. - There is an adjacent development at 105 Washington Avenue involving rebuilding the retaining wall adjacent to 7 Marion Street. This applicant team should be aware of those plans and their project team. The contact point for that project is Mike Triglione (mtriglione@acorn-engineering.com).

- More clarification on the silt fence, as well as snow and ice removal, should be provided. - There should be no openings within 3 feet of the lot line – this may affect the placement of windows and doors on side facades (See Circled Areas in Figure 1).

[See engineer edits](#)

- The provision of Street Trees, or payment of an In-lieu fee, may be necessary. Further coordination with the City Arborist will be necessary.
- More information on any back decks or stairs adjacent to the rear entrance should be provided. Currently the plans show a sliding glass door above the land elevation, so presumably there would be a deck or entrance in this area – which needs to be shown in plans.

[This is a “juliet balcony”; there is no back deck.](#)

2

Comments from Zoning Administrator:

- The applicant should provide more detail on how height is being measured. It needs to be measured from the average grade to a point midway between the eaves and the highest point of the ridge on a pitched roof. They need to provide the grades at the four corners of the building to determine the average grade, and then show the average grade line on the elevation and provide the measurement from this point to the midpoint of the roof

[See architect edits](#)

- Regarding the required number of off-street parking spaces, the Zoning Analysis Sheet states that none are required but the applicant is providing one space. The property is located in the B2b zone. Table 19-A requires one space per dwelling unit. Under Table 19-B there are no specific exemptions for parking spaces in the B2b zone for residential uses. What is the basis for the applicant's claim that no off-street parking spaces are required?

[This was an error on our part. See parking narrative below.](#)

- The applicant needs to provide an ability to serve letter from the Portland Water

District that includes the required meter size.

We are currently working with the Portland Water District on obtaining this. As of 4/5/22, our Life Safety Systems engineer, Life Safety Fire Protection Inc., is waiting on PWD to provide updated hydrant flow data in order to provide accurate hydraulic calculations for the plan. Our contact at PWD is Adam Sellick.

- The applicant will need to apply for a separate demolition permit for the existing single family home when they apply for the building permit to build the new three unit building after the site plan has been approved.

A demo permit was initially submitted at the same time as the building permit. On 1/26/22, via communication with Christina Stacey, we decided to place the demo permit on hold due to the unknown length of the building permitting process as well as the property being the current primary residence of Samantha and Nate.

Comments from Traffic Engineer:

- We typically do not permit a project to utilize the public right-of-way for off-site parking. It appears the driveway includes use of the ROW to meet parking space dimensional requirements. The driveway should be dimensioned in plans.

Initially the driveway was pushed back to decrease visibility and for turning radius needs on the steeply sloped hill. No parking behind outside the garage or in the right-of-way is intended. See updated plans for precise dimensions.

Comments from Department of Public Works Engineer:

- The applicant should install a sidewalk in front of the property. It looks like it is a pretty narrow ROW so we would ask for a minimum 4' wide sidewalk but would prefer 5' if there is space. There is no sidewalk currently however it will set us up for future sidewalk improvements and is adjacent to a trail. This is a brick sidewalk district however it looks like a fairly steep road so if the road is over 10% they can install concrete (which is what we would prefer).

Because of the constraints of the lot, pushing the building back 2 feet is not possible with the existing building plans and would further decrease emergency access to the site. Currently foot traffic, primarily from the path above, flows directly without break onto the opposite side of the road's sidewalk. Because of 146 Sheridan's lot entrance at the top of Marion, after the path, there is a break in the curb for access. Additionally, there is no through traffic on the upper part of Marion where the site exists; it is a dead end. As advent users of neighborhood walkways, we argue that the addition of a sidewalk will not significantly improve the walkability of this section of the road. Furthermore, we saw no addition of sidewalk at the bottom of Marion st. with the construction of the Black Box retail spaces and inquire on the precedent.

Regarding Off Street Parking Requirements:

We take responsibility for the error in zoning requirements in regards to parking. With the current architectural plan, the addition of two more parking spaces is not possible. Because of the constrained dimensions of both the street and the lot, increasing off street parking to two or three spaces would require a full redesign and the paving of the remaining green space backyard. We are asking for a waiver of the standard based on this as well as the current building plan's alignment with The City of Portland's 2035 Comprehensive Plan.

In regard to Chapter 5: Housing, the Comprehensive Plan states the goal to "[e]stablish ways to mitigate gentrification and displacement,"; this project will financially allow us to remain in the increasingly inaccessible neighborhood, Munjoy Hill. Additionally, we seek, as the report states, "new and innovative housing types that meet the evolving needs of Portland households, and expand housing choices in all neighborhoods" with the addition of two residential units to the lot. With this lot, we have a unique opportunity to meet these evolving needs through non traditional routes.

The addition of two efficiency apartments increases accessibility to those seeking to live in the neighborhoods in which they work. This is in alignment with the 2035 Comprehensive Plan to promote housing growth, specifically goal 5A, that "Portlanders have access to high-quality affordable housing that accommodates their needs, preferences, and financial capabilities in terms of different types, tenures, density, sizes, costs, and locations". Additionally, the efficiency size of apartments (~400 square feet each) will allow for increased accessibility and diversity of renters.

Within our plan to house tenants who work in close proximity to the dwelling and who are willing to primarily walk and utilize a diverse array of transportation methods, we strive to promote goal 5C of the Comprehensive Plan for a Healthy and Connected City where, "Portlanders live in safe, healthy housing that provides convenient access to jobs and to goods and services that meet daily needs. This housing is connected to the rest of the city and region by safe, convenient, and affordable multimodal transportation". The lot's close proximity to both a bus stop and a plethora of local businesses and restaurants allow for increased walkability and environmentally friendly transportation for both tenants and owners. This is in alignment with "Modal policies Portland's commitment to "provid[e] a multimodal transportation system that offers affordable and convenient travel options within the city, region, and outside the Metro area". Zillow ranks our address' "Walk Score" as 95, "A Walker's Paradise". We seek to, as Policy 9.17 Pedestrian transportation states, "[e]ncourage walking as the most attractive mode of transportation for most short trips, within neighborhoods and to centers, corridors, and major destinations, and as a means for accessing transit", 9.49.b. "Maintain or decrease the number of peak period non-freight motor vehicle trips, system-wide and within each mobility corridor to reduce or manage congestion", and 9.49.c. "[b]y 2035, reduce the number of miles Portlanders travel by car to 11 miles per day or less, on average. Because of the location of the lot, we have the opportunity to build onto this rich community without the necessity of cars.

Anecdotally, I have worked on Free st. the past 4 years and currently work on Cove st. and from

home. In all cases, when traveling to an office, historically and currently, I choose to walk or ride a small scooter. It excludes parking difficulties, is more efficient, and better environmentally. Nate possesses and utilizes two electric bicycles as well as a small scooter that all increase his ability to move throughout the city. We grocery shop at Portland Coop and pick up our medications at the Walgreens on Congress. I walk to the library or pick up books at Print. It takes less than 15 minutes to walk to my eye doctor's on Middle st. The list goes on. We take pleasure and pride in supporting the local businesses in our neighborhood. We live that which we seek to promote.

Additionally, through a plan to choose tenants based on their similar proximity needs for work and desire to use multimodal methods of transportation over personal car, we strive to positively impact our environment. In alignment with the 2035 Comprehensive Plan, we believe we can have an impact on 9.49.g. and "[b]y 2035, reduce Portland's transportation-related carbon emissions to 50% below 1990 levels, at approximately 934,000 metric tons" as well as 9.49.h. "[b]y 2025, increase the percentage of new mixed use zone building households not owning an automobile from approximately 13% (2014) to 25%, and reduce the percentage of households owning two automobiles from approximately 24% to 10%". We will choose tenants who do not own multiple cars if any, who seek to live and work in this accessible community, and who actively choose to walk or bike. Although it requires a waiver of zone standards, we see our project as an opportunity to advance these city wide goals.

See in addition, Policy 9.58, Off-street parking: "Limit the development of new parking spaces to achieve land use, transportation, and environmental goals, especially in locations with frequent transit service. Regulate off-street parking to achieve mode share objectives, promote compact and walkable urban form, encourage lower rates of car ownership, and promote the vitality of commercial and employment areas, as well as GP9-21: "...parking in areas with high parking demand. Strive to provide adequate but not excessive off-street parking where needed, consistent with the preceding practices".

In regards to the necessity to pave the backyard for additional parking, as residents here, the backyard green space is invaluable to us and a significant component to our quality of life here on the hill. The size of the backyard has already been decreased in the original building plans in order to accommodate three units and one parking spot on the constrained lot. In addition, we see to promote economic development in regard to the Chapter 6 of the Comprehensive Plan, to "[e]nsure parks, trails, natural areas, and a healthy environment continue to protect the city's quality of life that attracts and retains businesses and work force".

The impact of climate change on Casco Bay and the state of Maine are astronomical. The value of an urban green space is immense. Our yard is a huge part of our life, before the pandemic and now. We share the yard with local wildlife- three bird feeders brought along the presence of a large Cooper's hawk last spring. We often have possums, who eat local pests. Past work with Audubon to promote benefits of native and indigenous gardens to Maine families at The Children's Museum & Theatre of Maine has me informed and excited to plant a native garden in the back. A large maple and a yellow poplar grow there. The value of maintaining some green space is of great importance.

In regards to Chapter 6: Economic Development, “[c]itywide neighborhood prosperity will depend on new approaches to concentrated commercial growth in centers, neighborhood revitalization, flexibility, affordability, and small business growth.” “The world economy is a dynamic system. Portland’s economy will continue to change in response to technology, social change, and global trends. Zoning and land use must respond to these changes. This kind of local economic innovation will be key to Portland being a significant player in the development of the future economy.” We understand that within our zone, these are the parking requirements, but seek some flexibility in order to promote what we believe is a unique opportunity to advance housing, environmental, and economic goals over the value of increased off street parking.

In response to The Comprehensive Plan’s Policy 9.61 to “Promote the development of new bicycle parking facilities”, we would also like to include the addition of a bicycle parking station.

mobile studio design

3.10.22

Project: 7 Marion Street

Client: Nate Green and Samantha Connelly
Project ID: PL-001894-2022

Sean King, Austen Torres Davis, Kevin Kraft and Planning Board,

I have reviewed your comments for Design Review and attached follow up documentation and responses as needed below.

Design Review Comments:

Standards

C/E. Building Entrances/Facade Character

- The site has a grade change of approximately 7'-0" along Marion Street and is only 35'-0" wide. These site restraints greatly limited access points to the proposed building especially with the off street parking requirement. The entry doors to Units 1+2 are located along the front elevation and are connected back to the street via deck and entry steps. The garage door is intentionally set back to create a visual connection to the pathway leading to the Unit 3 entry door. A second reason the garage door is set back is due to the sloping nature of the site. This distance allows for proper pitch of the driveway without "bottoming out" a car. Pulling the garage door forward towards the street would make entering into the garage quite difficult without greatly raising the grade which is not feasible on a site of this size.
- Historically, apartment buildings of this size and scale in this neighborhood do not have more than two doors along the front facade.
- In response to your comments we have added an additional door closer to the street corner of the building for easier access. The Unit 3 will clearly be marked with house numbers and an arrow pointing to the side entry.

D. Windows

- The windows proposed for this project will be Anderson 100 series. These windows have a VT of .72 as shown in attached product documentation titled *Product Performance*. Due to the sloping nature of the site the bay window sills are approximately 5'-0" to 4'-4" above the adjacent grade. This is typical of many local historic homes which are elevated to provide residential privacy and allow for windows in the basement while maintaining visual connection between street and pedestrian.

I. Landscaping and Buffers

- A 5'-7' high cedar fence has been proposed for all 3 sides of the property lines.

Mobile Studio Design, Inc.
128 Main Street, Unit 201
Biddeford, Maine 04005
207.494.8102

mobile studio design

B2B Standards

3. Orientation of Buildings and their entrances to the street
 - See response for Sections C/E above
4. Windows
 - See response for Section D above
5. Building Character
 - In the updated drawings we have added an additional window to the Unit 1 bedroom to provide better access to natural light. Along the east elevation we have added a door with glass into the garage to provide additional natural light and visual distinction to the owner's unit. Other areas along this facade at the 1st Floor have limited options for additional openings due to the stairs.

Multi-Family Standards

3. Open Space
 - The backyard lawn area will be accessible to all 3 units via a clearly marked landscaped path along the east side of the property.
4. Dwelling Design
 - See response for Section 5 in the B2B Standards section above.
5. Screening
 - A 5'-7' cedar fence has been proposed along the driveway side to screen vehicles from view of adjacent properties.

Please let me know if there are any additional questions. I look forward to hearing from you soon.

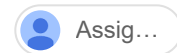
Best,



Leah Schaffer, NCARB
Project Architect

Mobile Studio Design, Inc.
128 Main Street, Unit 201
Biddeford, Maine 04005
207.494.8102

7 Marion Street Portland Maine - Development



Subscribe ☐

1 view



Jeffrey Rosenblatt <jrosedeb@gmail.com> Mar 31, 2022, 7:59:49 AM (8 days ago)

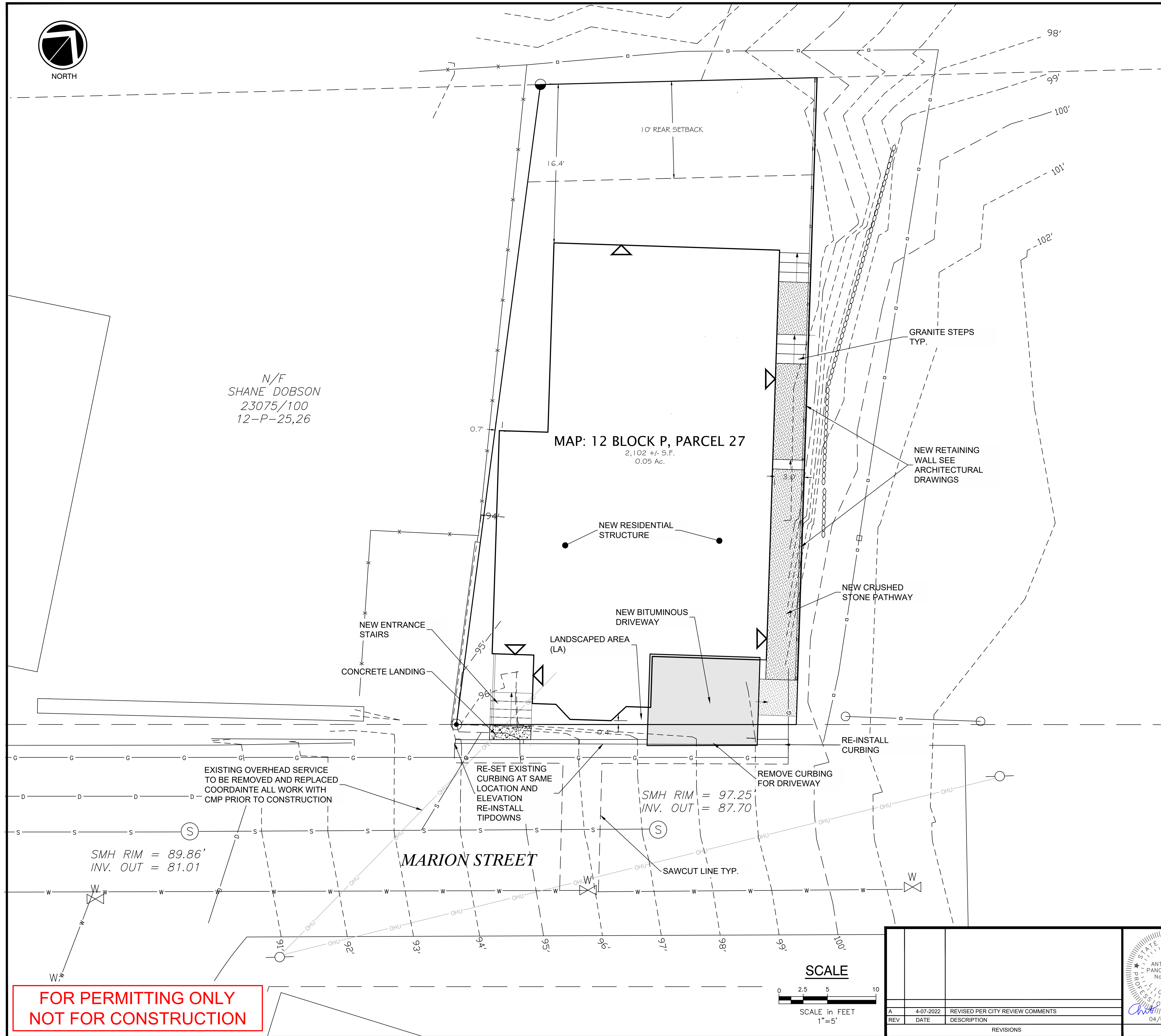
to planningboard@portlandmaine.gov, austentd@portlandmaine.gov, Bryant, Richard N.

Dear planning board:

As a property owner of the adjacent lot to this proposed development site (146 Sheridan Street) I have contacted you to share my concerns and requests. While I have no objection to responsible development, I would like to be reassured that access to my property from Marion Street is not hampered. Nor is the property infringed upon. In the past (and currently) my legal access to the property has been impeded by illegal parking of vehicles. Despite my request, neither the city nor the police have enforced this. Additionally, I have had refuse repeatedly dumped on my property by adjacent landowners.

In summary, I am all for responsible and beautiful development in our city, and am hopeful that my rights as a property owner are respected in the process.

Sincerely and respectfully,
Jeffrey A Rosenblatt MD/
Millennium Trust



PARCEL INFORMATION

MAP: 12, BLOCK: P, PARCEL 27
2,102 +/- square feet, 0.05 acres

OWNER OF RECORD

NATHANIEL GREEN AND SAMANTHA CONNELLY Book 31941, Page 155

PLAN REFERENCE

- 1. BOUNDARY SURVEY/EXISTING CONDITIONS PLAN, 7 MARION STREET PORTLAND MAINE
MADE FOR NATHANIEL GREEN & SAMANTHA CONNELLY DATED AUGUST 14, 2018
BY: SPURWINK SURVEYING, 182 SPURWINK ROAD SCARBOROUGH, MAINE

SITE PLAN NOTES

- 1. ALL DIMENSIONS ARE PERPENDICULAR UNLESS OTHERWISE NOTED.
- 2. CONTRACTOR SHALL VERIFY ALL DIMENSIONS IN THE FIELD PRIOR TO CONSTRUCTION.
- 3. LAYOUT AND LIMITS OF DISTURBANCE SHALL BE MARKED FOR OWNER'S APPROVAL PRIOR TO DISTURBANCE.
- 4. EXISTING CONDITIONS CONTOURS AND SITE ELEMENTS BASED ON NOTE PLAN REFERENCE #1 ABOVE. SOME FIELD LOCATIONS WILL VARY. CONTRACTOR TO NOTIFY & COORDINATE WITH ENGINEER WITH ANY DISCREPANCIES.

ZONING SUMMARY

CURRENT USE: SINGLE FAMILY DWELLING
PROPOSED USE: 3-UNIT RESIDENTIAL DWELLING
ZONE - B2B ZONE

APPLICABLE SPACE AND BULK REGULATIONS	STANDARD	PROVIDED
LOT AREA PER DWELLING UNIT (3 UNITS/435 PER UNIT)	1,305 S.F.	2,102 S.F.
STREET FRONTAGE (MIN)	20'	35'

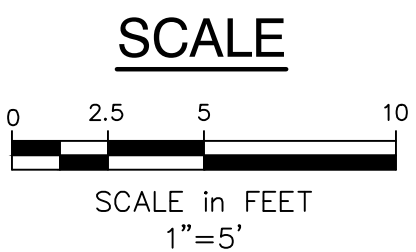
PRINCIPAL STRUCTURE:
FRONT SETBACK (MAX)
SIDE SETBACK
REAR SETBACK (MIN)
LOT COVERAGE
BUILDING HEIGHT
IMPERVIOUS SURFACE RATIO

10 FT.	<1 FT.
NONE	NA
10 FT.	16.4 FT.
NONE	NA
45 F.T.	40'-9.5"
NONE	NA

LEGEND

EXISTING	DESCRIPTION
---	BOUNDARY LINE/R.O.W.
---	ABUTTER LINE/R.O.W.
---	SETBACK
---	EASEMENT
---	IRON PIPE/ROD
---	CURVE/LINE NO.
---	BUILDING
---	WETLANDS
---	EDGE WETLAND
---	SIGN
---	EDGE PAVEMENT
---	EDGE CONCRETE
---	PAVEMENT PAINT
---	GRAVEL ROAD
---	CURBLINE
---	TREELINE
---	CONTOURS
---	SPOT GRADE
---	CHAIN LINK FENCE
---	WIRE FENCE
---	STOCKADE FENCE
---	RETAINING WALL
---	DECIDUOUS TREE
---	CONIFEROUS TREE
---	MULCH LINE
---	GUARDRAIL
---	GAS
---	POTABLE WELL
---	SEWER
---	CULVERT
---	OVERHEAD UTILITY
---	UTILITY POLE
---	GUY

FOR PERMITTING ONLY
NOT FOR CONSTRUCTION

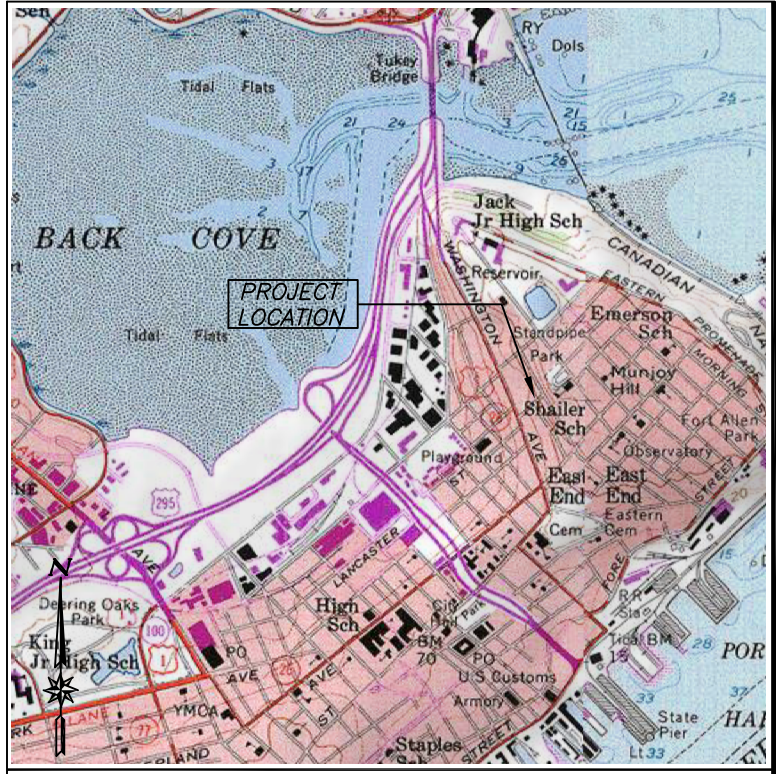


PROJECT:	7 MARION STREET PORTLAND, MAINE
PLAN:	SITE PLAN
CLIENT:	SAMANTHA CONNOLLY & NATE GREEN 7 MARION STREET PORTLAND, MAINE

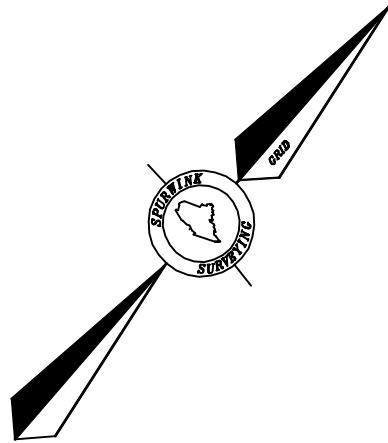


Atlantic Resource Consultants
541 US Route One
Freeport, ME 04032
Tel: 207.869.9050

DRAWN: TP	DATE:
DESIGNED: TP	SCALE: 1"=5'
CHECKED: AJ	JOB NO. 21-061
FILE NAME:	
SHEET: C-101	



VICINITY MAP
N.T.S.



N/F
DAYTON 105, LLC
34885/191
12-P-31

N/F
NEW DAY FARM LLC
31016/299
12-P-17-21

N/F
SHANE DOBSON
23075/100
12-P-25,26

N/F
MILLENNIUM TRUST CO. LLC
33708/233
12-P-28

LEGEND

- #5 REBAR WITH PLASTIC CAP STAMPED #2028
- FOUND IRON PIPE (SIZE & TYPE AS NOTED)
- FOUND PINCHED IRON PIPE
- FOUND MONUMENT (SIZE & TYPE AS NOTED)
- FOUND IRON ROD
- FOUND CAPPED IRON ROD (NUMBER AS NOTED)
- UTILITY POLE (NUMBER AS NOTED)
- GUY WIRE ANCHOR
- FIRE HYDRANT
- FOUND TREE (SIZE & TYPE AS NOTED)

- BOUNDARY LINE
- ABUTTER LINE
- SETBACK LINE
- EDGE OF GRAVEL
- EDGE OF PAVEMENT
- RIGHT-OF-WAY LINE
- STOCKADE FENCE
- OVERHEAD UTILITY
- SEWER LINE
- WATER LINE
- GAS LINE

NOW OR FORMERLY OWNED BY
DEED BOOK AND PAGE (CORD)
TAX MAP-BLOCK-LOT
PARENTHESIS DENOTE RECORD DATA

NOTES

- THE BASIS OF BEARING FOR THIS SURVEY IS MAINE STATE GRID, WEST ZONE. ELEVATIONS AND CONTOURS ARE REFERENCED TO NGVD1929. BENCHMARK IS NAIL SET IN POLE IN FRONT OF 26 MARION STREET, ELEVATION = 77.19 ON CITY OF PORTLAND DATUM PER PLAN REFERENCE 4.b.
- DEED AND PLAN BOOK REFERENCES ARE TO THE CUMBERLAND COUNTY REGISTRY OF DEEDS.
- RECORD OWNERSHIP OF THE PARCEL SURVEYED CAN BE FOUND IN A DEED FROM NICHOLAS M. MARCHANT TO NATHANIEL GREEN AND SAMANTHA CONNELLY DATED NOVEMBER 26, 2014 AND RECORDED IN DEED BOOK 31941, PAGE 155.
- REFERENCE IS MADE TO THE FOLLOWING PLANS:
 - "BOUNDARY SURVEY, 13 & 15 MARION STREET, PORTLAND, MAINE FOR SHANE DOBSON" BY R.W. EATON ASSOCIATES DATED OCTOBER 21, 2014, UNRECORDED.
 - "PLAN OF BOUNDARY SURVEY AND EXISTING CONDITIONS, 93 WASHINGTON AVENUE - 19 & 16 MARION STREET, PORTLAND, MAINE" FOR JED HARRIS BY TITCOMB ASSOCIATES DATED APRIL 12, 2016. ON FILE AT CITY OF PORTLAND ENGINEERING OFFICE.
 - "SHERIDAN STREET TOWNHOUSES, 152 SHERIDAN STREET, PORTLAND, MAINE, SITE PLAN AND UTILITY LAYOUT (RECORDING PLAT)" FOR NEW DAY FARMS, LLC BY ARCHETYPE ARCHITECTS (BOUNDARY BY TITCOMB ASSOCIATES) LAST REVISED APRIL 2, 2014 AND RECORDED AT CORD IN PLAN BOOK 214, PAGE 191.
 - "PLAN OF PROPERTY (FORMER J.J. NISSEN PROPERTY) WASHINGTON AVENUE, ROMANSCO LANE, SHERIDAN STREET & MARION STREET, PORTLAND, MAINE" MADE FOR A & M PARTNERS BY TITCOMB ASSOCIATES LAST REVISED JUNE 25, 2009 AND RECORDED AT CORD IN PLAN BOOK 209, PAGE 190.
 - "CITY OF PORTLAND, MAINE, DEPARTMENT OF PUBLIC WORKS, ENGINEERING DIVISION. ROMANSCO LANE, MARION STREET, WASHINGTON AVENUE STREET LINES" DATED MARCH 24, 2015. PLAN # 882/31.
 - "CITY OF PORTLAND, MAINE, DEPARTMENT OF PUBLIC WORKS, MARION STREET RECONSTRUCTION (SHEET 2 OF 13)" DATED APRIL 24, 1989. PLAN # 928/2.
 - "PLAN OF MARION STREET" DATED DECEMBER 1893. ON FILE AT CITY OF PORTLAND ENGINEERING OFFICE.
- THE SURVEYED PARCEL IS IDENTIFIED ON THE CITY OF PORTLAND TAX ASSESSOR'S MAP 12, BLOCK P, PARCEL 27.
- THE SURVEYED PARCEL CONTAINS 2,102 SQUARE FEET OR 0.05 ACRES.
- THE SURVEYED PARCEL IS LOCATED IN THE B2B ZONE/DISTRICT*. PORTIONS OF BULK AND SPACE REQUIREMENTS ARE AS FOLLOWS:
 - MIN. FRONT SETBACK: NONE
 - MIN. SIDE SETBACK: NONE
 - MIN. REAR SETBACK: 10 FEET
 - MAX. FRONT SETBACK: 10 FEET* (PLANNING AUTHORITY MAY APPROVE A DIFFERENT AMOUNT FOR IRREGULAR LOTS OR THOSE WITH LESS THAN 40 FEET OF FRONTAGE.)
- *OTHER MUNICIPAL AND STATE OVERLAY ZONES MAY EXIST AND APPLY. BEFORE PROCEEDING ON ANY PROJECT WE RECOMMEND VERIFYING CURRENT ZONING / SETBACKS / RESTRICTIONS WITH THE APPROPRIATE AGENCIES.
- THE WIDTH AND LAYOUT OF MARION STREET IS PER PLAN REFERENCE 4.e. AND IS AN ACCEPTED CITY STREET.
- THE UTILITIES SHOWN ON THIS PLAN WERE FROM FIELD OBSERVATION ONLY. THERE MAY BE OTHER UTILITIES EXISTING THAT ARE NOT SHOWN. CONTACT DIG-SAFE (888)DIG-SAFE PRIOR TO ANY EXCAVATION WORK.

Revision	By	Date	Change
PROJECT: 201808		DRAWING NAME: GREEN.DWG	
DATE: AUGUST 30, 2018		SCALE: 1"=10'	FB # 14 E. FB Y
FIELD BY: J.A.M. & J.B.P.		FIELD DATE: APRIL 2018	DRAWN BY: J.A.M.

Drawing Name and Location:
BOUNDARY SURVEY/EXISTING CONDITIONS PLAN
7 MARION STREET, PORTLAND, MAINE 04103

Owner:
NATHANIEL GREEN & SAMANTHA CONNELLY
7 MARION STREET, PORTLAND, MAINE 04103

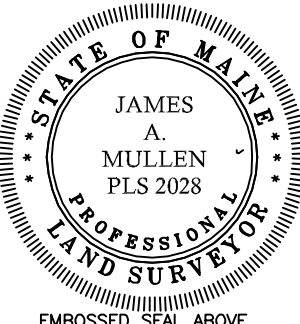
Prepared For:
NATHANIEL GREEN & SAMANTHA CONNELLY
7 MARION STREET, PORTLAND, MAINE 04103

SURVEYING LAND PLANNING
Spurwink Surveying
INCORPORATED
182 SPURWINK ROAD, SCARBOROUGH, MAINE
tel 207.799.2654 cell 207.321.8966 e-mail spurwinksurveying@gmail.com
0 10' 20' 40'

STAMP AND SIGNATURE

James A. Mullen AUGUST 14, 2018
JAMES A. MULLEN
MAINE P.L.S. No. 2028

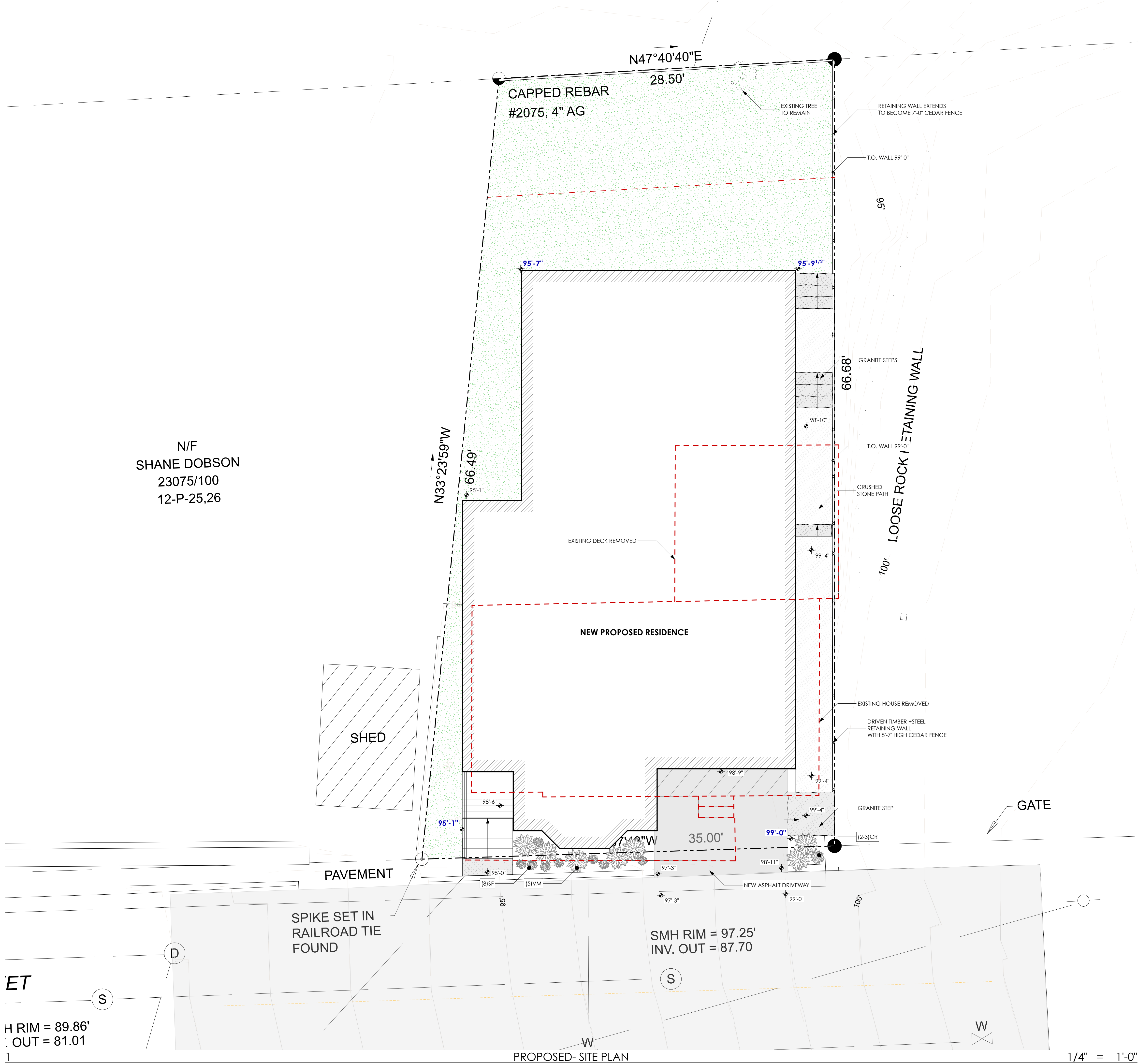
DATE



IF THIS PLAN DOES NOT CONTAIN AN EMBOSSED SEAL, IT IS NOT AN ORIGINAL AND MAY BE VOID.

EMBOSSED SEAL ABOVE

/Volumes/Mobile Studio Server/PROJECTS/CURRENT/7 Marion Street/Drawings/CDS/22.04.07_7 Marion CD_revised.pln



GENERAL LANDSCAPE NOTES

1. Contractor will review all drawings and specifications and confirm any unclear information with the Architect or Owner before proceeding. Sheets are not to be separated when distributed to subcontractors in order to maintain contextual information.
2. Contractor shall verify locations of all existing utilities.
3. See Civil Drawings for additional grading, site utilities, and erosion control information.

LANDSCAPE LEGEND

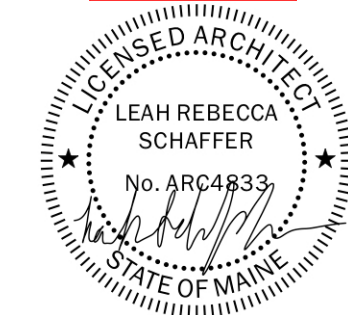
- EXISTING LAWN TO REMAIN
 - Areas disturbed during construction to be loamed and reseeded with Perennial Rye Grass/Kentucky Blue Grass Mix. Minimum of 6" depth of loam to be provided.
- GRANITE STEPS, HONED FINISH
 - Final selection by Owner
- CRUSHED STONE PATH WITH STEEL EDGING
 - Final selection by Owner
- ASPHALT PAVING
- NEW NATIVE PLANTINGS IN PLANTING BED
 - See Planting Schedule
- PLANT LABEL

PLANTING SCHEDULE

ID	SPECIES	QTY	NOTES
CR	CULVER'S ROOT, <i>Veronicastrum virginicum</i>	NA	TO BE PLANTED DIRECT FROM SEED
SF	SWEETFERN, <i>Comptonia peregrina</i>	8	#1 CONTAINER SIZE
VM	VIRGINIA MOUNTAIN MINT, <i>Pycnanthemum virginianum</i>	5	PLANTED FROM CONTAINER

Note: Because of their native/ indigenous status, plants are subject to availability. Replacements will be native or indigenous species of similar size. Area will be supplemented with additional perennials such as asters, Red Columbine, and Cranesbill. Landscapers will work with Maine Audubon to complete front garden.

PRELIMINARY
NOT FOR CONSTRUCTION
FOR PLANNING REVIEW ONLY



ISSUE	DATE	DESCRIPTION
01	3/21/22	SITE PLAN REVIEW
02	4/7/22	SITE PLAN REVIEW WORKSHOP DISCUSSION

ISSUE	DATE	DESCRIPTION
01	3/21/22	SITE PLAN REVIEW
02	4/7/22	SITE PLAN REVIEW WORKSHOP DISCUSSION

7 Marion - 3 Unit
Sam Connelly and Nate Green
7 Marion Street Portland, ME 04103

MOBILE STUDIO DESIGN
128 Main Street, Suite 201
Bridgeton, ME 04002
office: 207.499.4208

DATE OF ISSUE: 4/7/22
PROJECT STATUS: SD
ARCHITECT:
Leah Schaffer
leah@mobilestudiodesign.com

CONSULTANTS:
CIVIL ENGINEER:
Atlantic Resource Consultants
207.317.9989
SURVEYOR:
Spurlock Consultants
207.799.2654

STRUCTURAL ENGINEER
TBD

CONTRACTOR:
TBD

SITE PLAN

A-001

mobile
studio
design

Site Landscaping



(2) Sweetfern,
Comptonia peregrina



(2) Virginia Mountain Mint
Pycnanthemum virginianum



(2) Culver's Root, *Veronicastrum virginicum*



Total Plants: 9-11

Sweetfern, 1-3 ft native shrub

Virginia Mountain Mint, 1-3 ft native plant with white or purple flowers, pollinator friendly

Culver's Root 3- 6 ft native plant, pollinator friendly

Additional perennials (3-5 plants) include Asters, Red Columbine, Cranesbill, and Blazing Star.

Because of their native/ indigenous status, plants are subject to availability. Replacements will similarly be native or indigenous species of comparable size.

CHANGES THIS ISSUE:	DESCRIPTION

SUBMISSIONS:		
ISSUE	DATE	DESCRIPTION
01	2/21/22	SITE PLAN REVIEW
02	4/7/22	SITE PLAN REVIEW WORKSHOP SUBMISSION

7 Marion- 3 Unit

7 Marion - 3 Unit
Sam Connelly and Nate Green
7 Marion Street Portland, ME 04103

MOBILE STUDIO DESIGN
28 Main Street, Suite 201
Bridgford, ME 04002
Office: 207.499.4208

DATE OF ISSUE: 4/7/22

PROJECT STATUS

ARCHITECT:
Leah Schaffer
leah@mobilestudiodesign.com

CONSULTANTS:
CIVIL ENGINEER:
Atlantic Resource Consultants
7-317-9989

SURVEYOR:
Burwink Consultants
7-799-2654

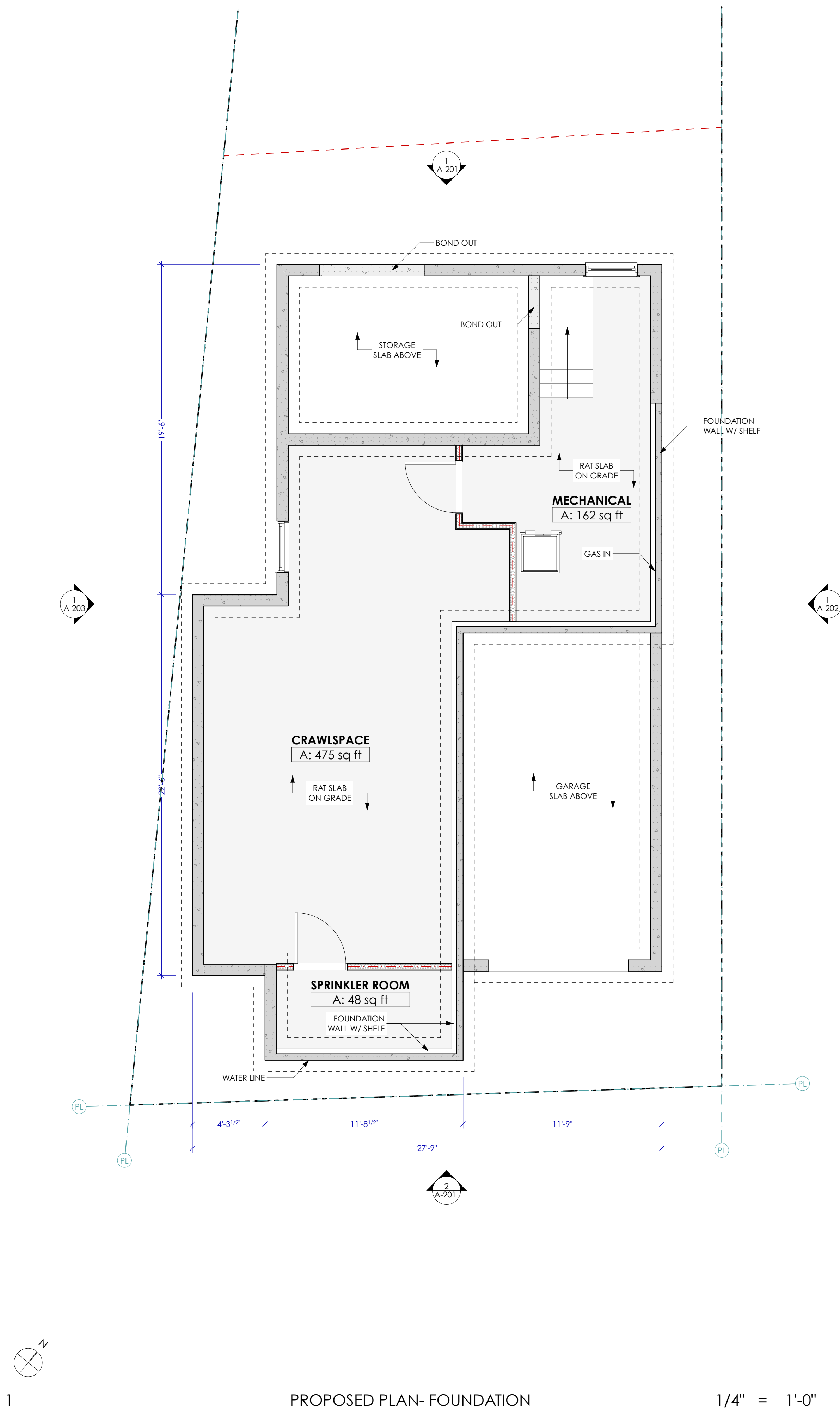
STRUCTURAL ENGINEER

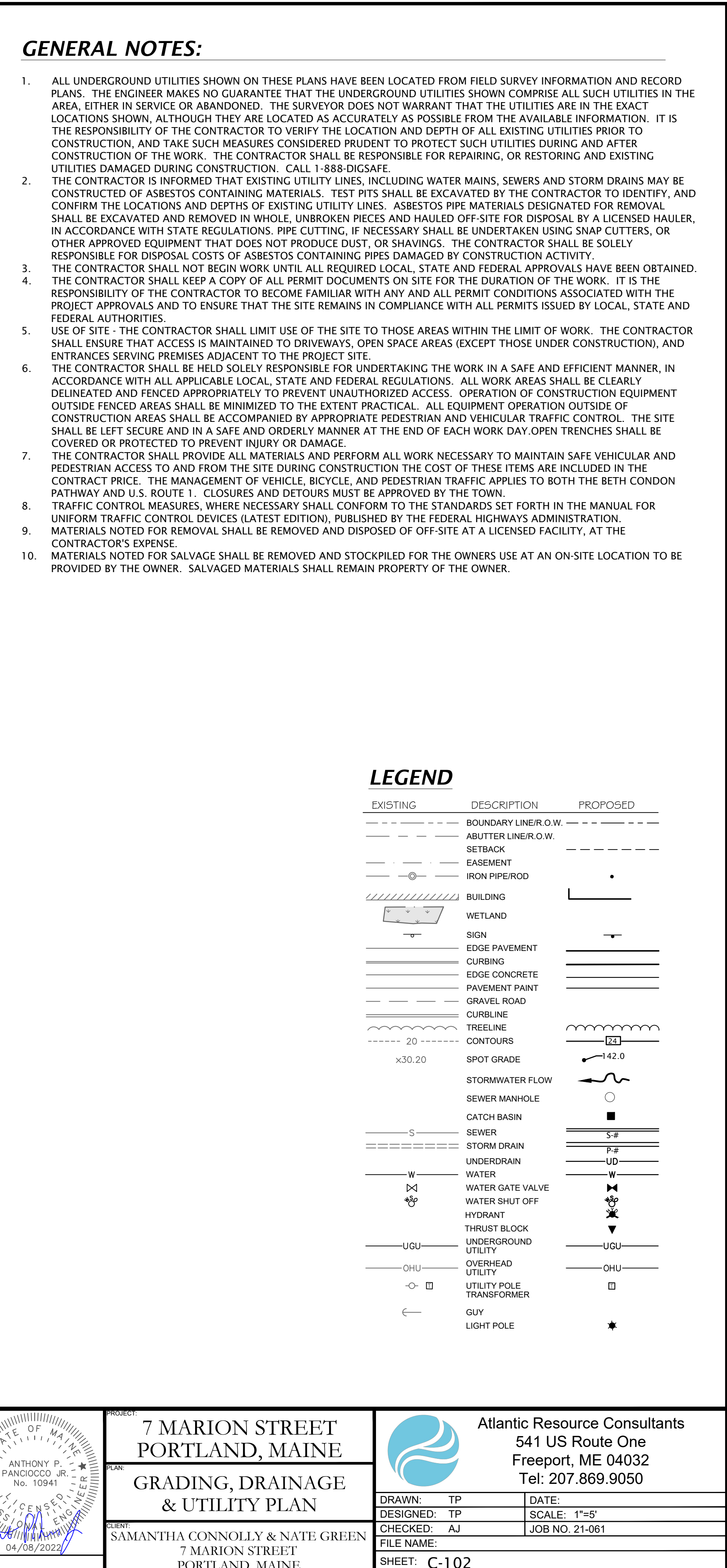
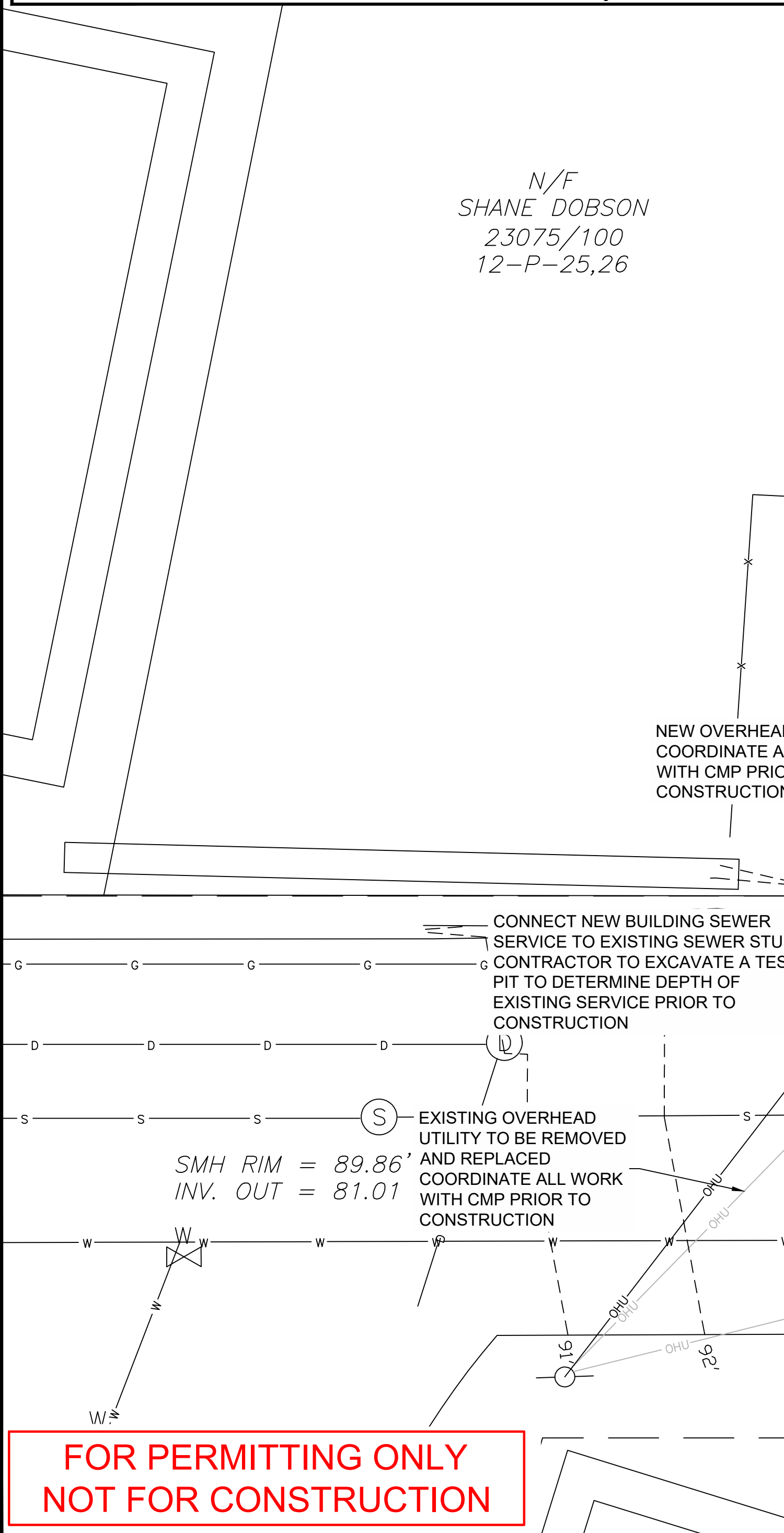
CONTRACTOR:
D

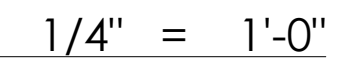
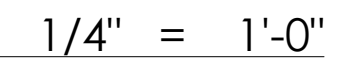
FOUNDATION PLAN

A-100

mobile
studio
design







DATE NUMBER CHANGE ID	DESCRIPTION
	

SUBMISSIONS:		ISSUE	DATE	DESCRIPTION
01			2/21/22	SITE PLAN REVIEW
02			4/7/22	SITE PLAN REVIEW WORKSHOP SUBMISSION

Sam Connelly and Nate Green
7 Marion Street Portland, ME 041

MOBILE STUDIO DESIGN
128 Main Street, Suite 201
Biddeford, ME 04002
office: 207.499.4208

DATE OF ISSUE: 4/7/22

PROJECT STATUS:
SD

ARCHITECT:
Leah Schaffer
leah@mobilestudiodesign.com

CONSULTANTS:
CIVIL ENGINEER:
Atlantic Resource Consultants
207-317-9989

SURVEYOR:
Spurwink Consultants
207-799-2654

STRUCTURAL ENGINEER
TBD

CONTRACTOR:
TBD

PROPOSED PLANS

mobile
studio
design

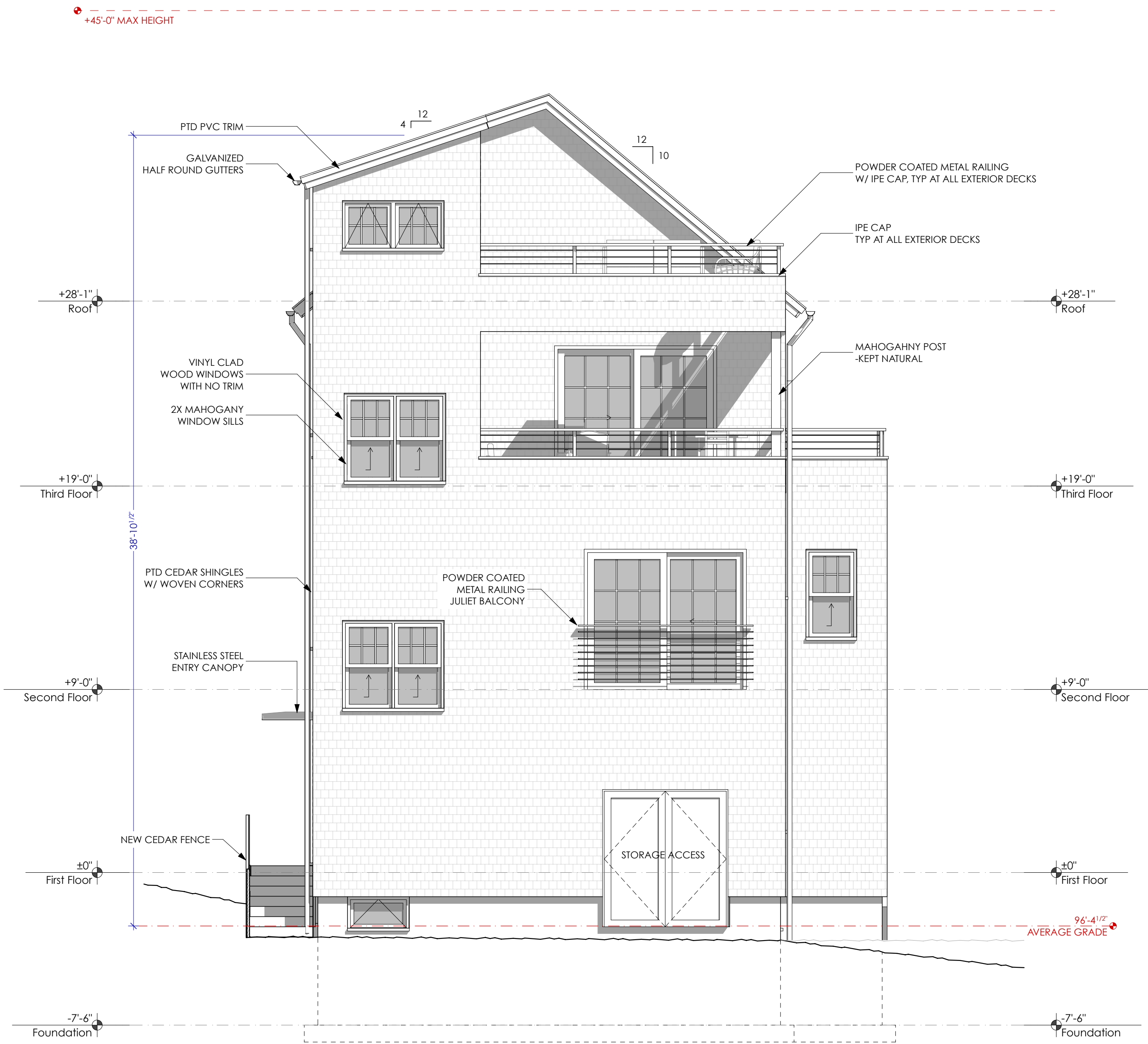


/Volumes/Mobile Studio Server/PROJECTS/CURRENT/7 Marion Street/Drawings/CDS/22.04.07_7 Marion CD_revised.pln



PROPOSED- SOUTH ELEVATION

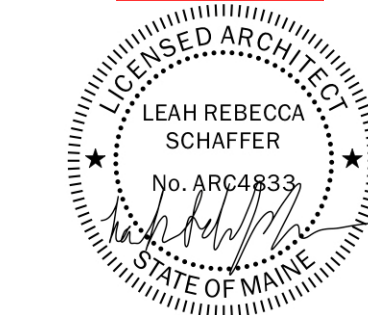
1/4" = 1'-0"



PROPOSED- NORTH ELEVATION

1/4" = 1'-0"

PRELIMINARY
NOT FOR CONSTRUCTION
FOR PLANNING REVIEW ONLY



ISSUE	DATE	DESCRIPTION
01	2/21/22	SITE PLAN REVIEW
02	4/7/22	SITE PLAN REVIEW WORKSHOP

ISSUE	DATE	DESCRIPTION
01	2/21/22	SITE PLAN REVIEW
02	4/7/22	SITE PLAN REVIEW WORKSHOP

7 Marion - 3 Unit
Sam Connelly and Nate Green
7 Marion Street Portland, ME 04103

MOBILE STUDIO DESIGN
128 Main Street, Suite 201
Biddeford, ME 04002
office: 207.499.4208

DATE OF ISSUE: 4/7/22
PROJECT STATUS: SD
ARCHITECT: Leah Schaffer
leah@mobilestudiodesign.com

CONSULTANTS:
CIVIL ENGINEER: Atlantic Resource Consultants
207.317.9989
SURVEYOR: Squinix Consultants
207.799.2654

STRUCTURAL ENGINEER TBD

CONTRACTOR: TBD

PROPOSED ELEVATIONS

A-201

mobile
studio
design

ISSUE NUMBER	ISSUE DESCRIPTION
30	CHANGES THIS ISSUE
31	CHANGES THIS ISSUE
32	CHANGES THIS ISSUE
33	CHANGES THIS ISSUE
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SUBMISSIONS:		
ISSUE	DATE	DESCRIPTION
01	2/21/22	SITE PLAN REVIEW
02	4/7/22	SITE PLAN REVIEW-WORKSHOP SUBMISSION

Sam Connelly and Nate Green
7 Marion Street Portland, ME 04103

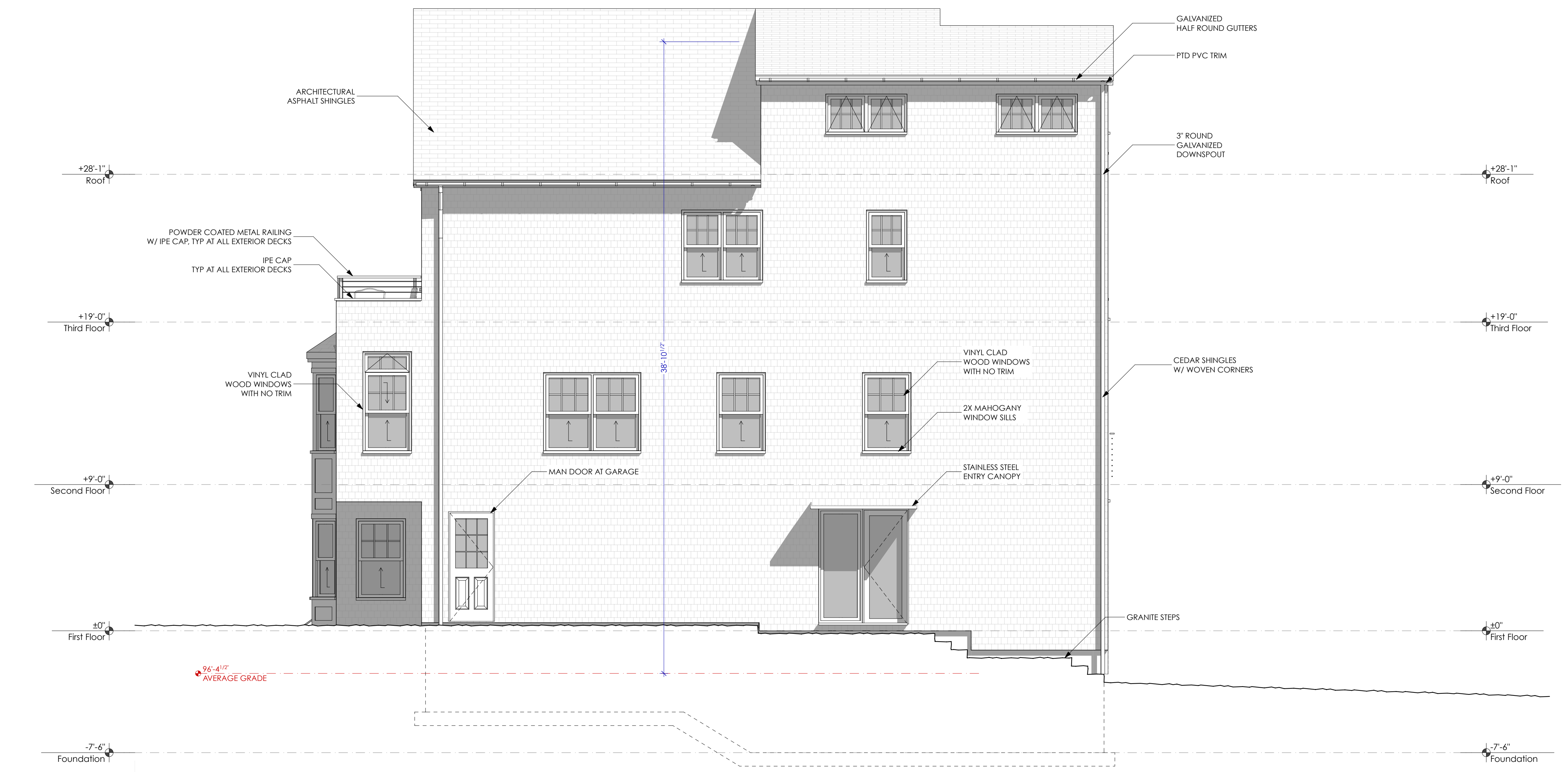
DATE OF ISSUE: 4/7/22

ARCHITECT:

CONSULTANTS:

SURVEYOR:
Spurwink Consultants

mobile

mobile
studio
design

PROPOSED- EAST ELEVATION

$$\underline{1/4'' = 1'-0''}$$

ID	DESCRIPTION

SUBMISSIONS:		
ISSUE	DATE	DESCRIPTION
01	2/21/22	SITE PLAN REVIEW
02	4/7/22	SITE PLAN REVIEW-WORKSHOP SUBMISSION

Sam Connelly and Nate Green
7 Marion Street Portland, ME 04103

MOBILE STUDIO DESIGN
28 Main Street, Suite 201
Bridgford, ME 04002
Office: 207.499.4208

DATE OF ISSUE: 4/7/22

PROJECT STATUS:

ARCHITECT:
 Leah Schaffer
 leah@mobilestudiodesign.com

CONSULTANTS:
CIVIL ENGINEER:
Atlantic Resource Consultants
7-317-9989

REVIEWER:
Burwink Consultants
7-799-2654

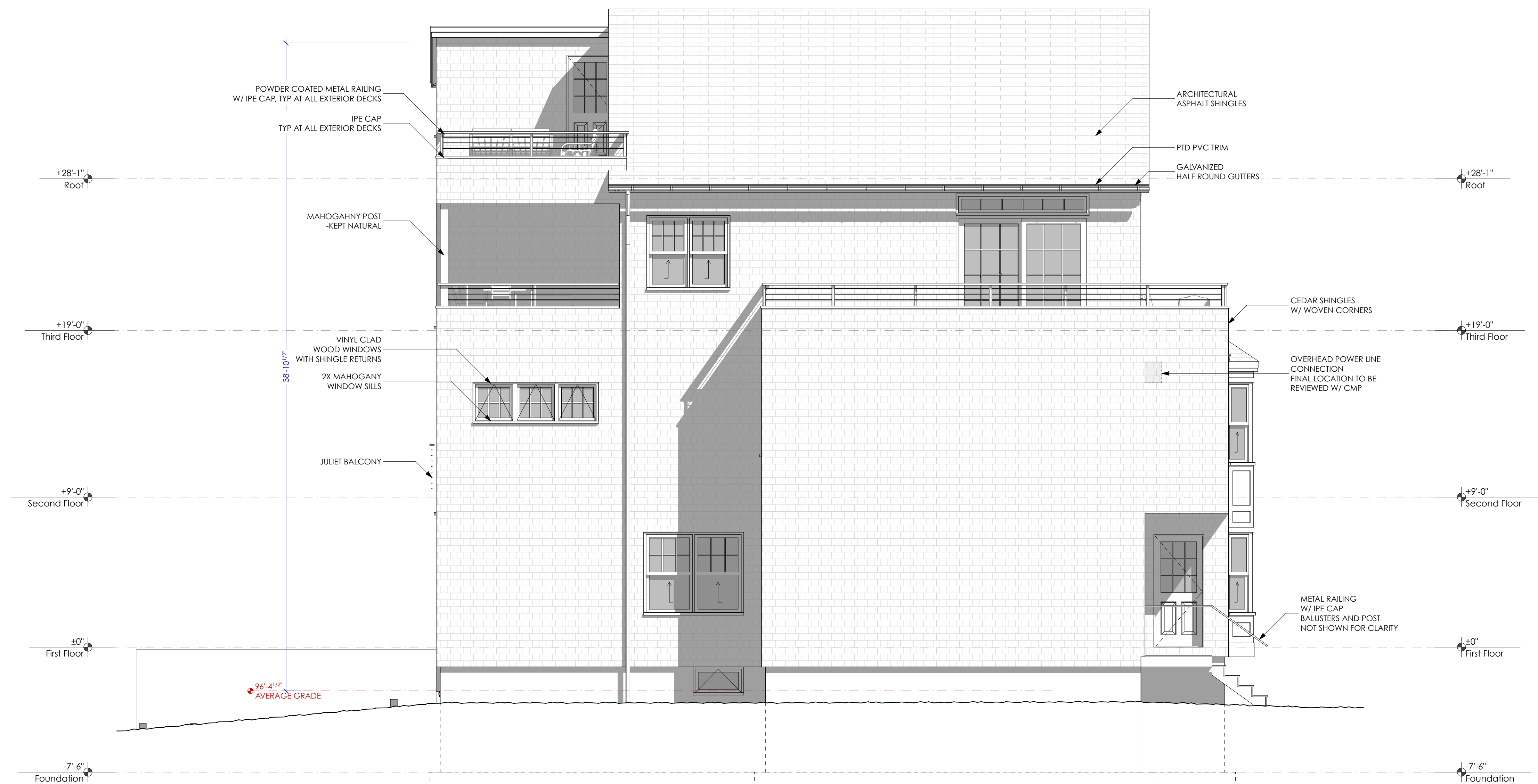
STRUCTURAL ENGINEER
D

CONTRACTOR:
D

PROPOSED ELEVATIONS

A-203

mobile
studio
design



PROPOSED- WEST ELEVATION

$$\underline{1/4'' = 1'-0''}$$

/Volumes/Mobile Studio Server/PROJECTS/CURRENT/7 Marion Street/Drawings/CDS/22.04.07_7 Marion CD_revised.pln



STREET LEVEL VIEW



EAST ELEVATION



BIRD'S EYE VIEW



REAR VIEW



FRONT ELEVATION



CHANGES THIS ISSUE:

ID	DESCRIPTION

SUBMISSIONS:

ISSUE	DATE	DESCRIPTION
02	4/7/22	SITE PLAN REVIEW WORKSHOP SUBMISSION

7 Marion - 3 Unit

Sam Connelly and Nate Green
7 Marion Street Portland, ME 04103

MOBILE STUDIO DESIGN
128 Main Street, Suite 201
Biddeford, ME 04002
office: 207.499.4208

DATE OF ISSUE: 4/7/22

PROJECT STATUS:
SD

ARCHITECT:
Leah Schaffer
leah@mobilestudiodesign.com

CONSULTANTS:
CIVIL ENGINEER:
Atlantic Resource Consultants
207.317.9989

SURVEYOR:
Squidwin Consultants
207.799.2654

STRUCTURAL ENGINEER
TBD

CONTRACTOR:
TBD

3D VIEWS

A-900

mobile
studio
design

PRELIMINARY
NOT FOR CONSTRUCTION
FOR PLANNING REVIEW ONLY



Mixed-Use Building
392 Saint John Street
Major Site Plan and Conditional Use Application
PL-001684-2021
Bosco Holdings, LLC, Applicant

Submitted to:	Portland Planning Board	Prepared By:	Austen Torres Davis
Public Hearing Date:	April 26, 2022	Date:	April 22, 2022

I. INTRODUCTION

Bosco Holdings, LLC. has submitted a Major Site Plan and Conditional Use application to facilitate the development of a three-story mixed-use development including nine residential units and approximately 669 square feet of ground-floor office space at 392 Saint John Street, located in the Saint John Valley neighborhood.

This application is being referred to the Planning Board for compliance with the City of Portland's Land Use Code Site Plan Standards, Section 14.1, General conditional use standards, Section 6.5.2, and General Office in the R-6 zone Conditional Use Standards, Section 6.5.6 (C).

The Planning and Urban Development Department mailed 53 notices advertising this public hearing to property owners within 500 feet of the site. A legal advertisement ran in the April 16 and April 19 editions of the *Portland Press Herald*.



Figure 1. 392 Saint John Street in Neighborhood Context

The Planning Board held a workshop on February 8, 2022.

Applicant: Alex Coupe, Bosco Holdings, LLC.
Applicant Representatives: Sam Lebel, Acorn Engineering; Tracie Reed, Dextrous Creative

II. REQUIRED REVIEWS

<i>Review</i>	<i>Applicable Standards</i>
Site Plan	Land Use Code Sec. 14.6
General Conditional Use	Land Use Code Sec. 6.5.2
Supplemental Use-Specific Conditional Use	Land Use Code Sec. 6.5.6(C)
R-6 Infill Development Principles and Standards	Design Manual Appendix 7

<i>Waiver Requests</i>	<i>Applicable Standards</i>
Request for relief of two feet from driveway width standard of 20 feet, to construct driveway of 18 feet.	Technical Manual, Section 1.7.2.3 Any site with driveway access to a street shall have a minimum width of 20 feet for two-way ingress and egress.
Request for relief of two feet from drive aisle width standard of 24 feet, to construct drive aisle of 22 feet.	Technical Manual, Section 1.14 Drive aisle width for right-angle parking must be 24 feet.

III. PROJECT DATA

Existing Zoning	R-6 Residential
Property Size	7,366 Square feet
Existing Use	Parking Area for Adjacent Apartments
Proposed Use	Multi-family Residential & General Office
Proposed Development Program	Nine Residential Units; One General Office Space; All units to have two bedrooms.

	<i>Existing</i>	<i>Proposed</i>	<i>Net Change</i>
Building Footprint	0 square feet	4,092 square Feet	+ 4,092 square Feet
Building Floor Area	0 square feet	10,726 square feet	+10,726 square feet
Impervious Surface Area	4,255 square feet	5,925 square feet	+ 1,670
Parking Spaces	0	8	+ 8
Bicycle Parking Spaces	0	4	+ 4
EV Charging Stations	0	1	+ 1

IV. EXISTING CONDITIONS AND SURROUNDING AREA

The subject property at 392 Saint John Street. consists of one lot of 11,000 square feet in size, occupied partially by one multi-family residential structure. The block on which the proposed development would sit is north of a disused railway trestle spanning the intersection of Park Avenue, and south of Interstate 295. Despite this separation from adjacent neighborhoods by transportation infrastructure, 392 Saint John Street is approximately two blocks from Hadlock Field, and three blocks from Maine Medical Center.

The area is characterized by non-residential uses clustered toward Park Avenue that make way for residential buildings further from that intersection along Saint John Street and Washburn Avenue. All but one of the residences in the immediate area are multi-family. No significant natural features or



Figure 2. Current Site Conditions

vegetation exist on site. Three street-trees sit within the sidewalk right-of-way fronting the site. The segment of sidewalk along which the building fronts is in a deteriorated condition.

The site is accessible to public transit. METRO bus routes 5 and 9A operate along Park Avenue, less than a block to the south of the site. The site is also served by METRO bus route 1 and 9B which runs along Congress Street.



Figure 3. Rendering of Proposed Development

V. PROPOSED DEVELOPMENT

The applicant proposes to split the 392 Saint John Street parcel in order to create a new 7,366 square foot lot with the address 386 Saint John Street; this is the lot on which the new building will be constructed. The existing building occupying 392 Saint John Street would receive minor exterior renovations that are not included within the scope of this review.

The proposed actions would facilitate the development of a three-story mixed-use building totaling approximately 10,726 square feet with nine residential units intended to be apartments for rent and approximately 669 square feet of ground floor commercial office space at 386 Saint John Street. Because the total number of residential units is below 10, the city's Inclusionary Zoning ordinance is not in effect. The proposed building would rise to a maximum height of approximately 33 feet with HVAC equipment installed on the building's west-facing rear wall. This equipment will not be visible from public rights-of-way, nor encroach on neighboring properties. All residential units in the structure are proposed to have two bedrooms.

Eight covered parking spaces, including one ADA designated space, would be provided at the northern side of the new building located at 386 Saint John Street. Parking would be accessed via an 18 foot curb cut off of Saint John St., leading to a 22 foot shared driveway.

Associated site improvements proposed in connection with the new building include a rebuilt sidewalk to be constructed of poured concrete with granite curbs, and a rain garden to alleviate stormwater runoff. Payment of an in-lieu fee for three required street trees is proposed by the applicant due to site constraints in planting the necessary trees.

VI. PREVIOUS WORKSHOPS

A Planning Board Workshop was held on February 8, 2022. The project has since undergone numerous revisions in response to questions and concerns expressed by both the Board and staff during the workshop and subsequent staff-level review. Revisions include enclosing the internal walkways, relocating solid waste and HVAC equipment, and revising the building access point from the parking area as well as increasing both the driveway width and drive aisle width.

VII. RIGHT, TITLE, & INTEREST and FINANCIAL & TECHNICAL CAPACITY

The owner of the property is Bosco Holdings, LLC, a Maine-based limited liability company. The applicant has submitted a Statement of Financial Capacity letter from their financial institution, Gorham Savings Bank, as demonstration of their financial capacity (Attachment G). A Statement of Technical Capacity has been provided by the applicant's representative, Acorn Engineering, which lists numerous projects completed by the engineering and architectural firms working on this project. The project architect, Dextrous Creative, has experience designing numerous multi-family structures throughout the City of Portland.

VIII. ZONING ANALYSIS

A. DIMENSIONAL AND USE REQUIREMENTS

386-392 Saint John Street (parcel 066 FF004001), is located in the R-6 Residential zone. The R-6 dimensional standards are described in Table 7-A of the Land Use Code. Multi-family dwellings are listed as a permitted use in the R-6 zone as described in Table 6-A of the Land Use Code. In addition, the proposed office space is listed as a conditional use in the R-6 zone (Table 6-A of the Land Use Code) and therefore subject to the General Conditional Use Standards, Section 6.5.2 and the Supplemental use-specific conditional use standards for general offices in the R-6 and R-6a zones, Section 6.5.6(C).

As per Article 19, Table 19-A, the minimum off-street parking requirement is calculated as one space per dwelling unit. However, within the R-6 zone, no off-street parking is required for the first three dwelling units as described in Table 19-B. Therefore, the baseline zoning requirement is for a minimum of six parking spaces plus one additional space for the conditional office space use. However, off-street parking requirements can be waived for sites within $\frac{1}{4}$ mile of fixed route transit service. Therefore, the applicant is not required to provide any parking on site if they choose to submit a TDM plan to take advantage of this exception, but the program currently calls for eight off-street spaces at the development site.

Zoning Administrator Ann Machado offers the following comment:

Under section 6.5.5 a conditional use approval is only good for 6 months unless, at the hearing, the Board extends the approval for two years. We have found that six months is not always enough time for the applicant to receive the building permit and start construction. Staff are recommending a condition of

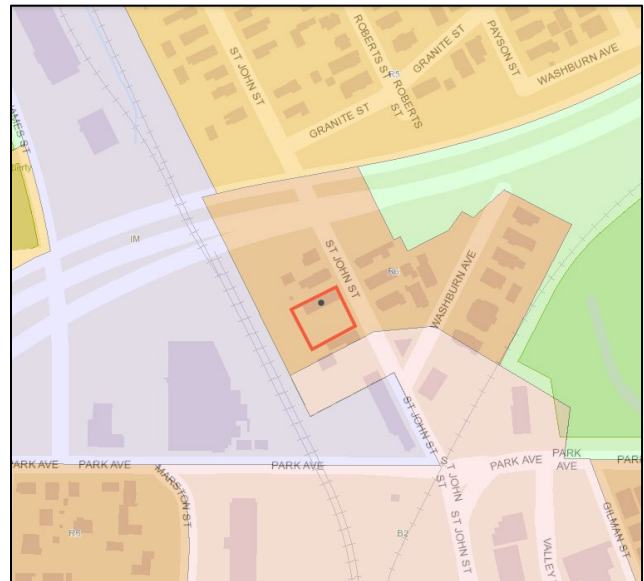


Figure 4. 386-392 Saint John St. in R-6 Zone

approval to extend the conditional use approval to the maximum allowable two years from the date of approval.

The following table shows the dimensional requirements of the R-6 zone which are met by this proposal:

<i>Standard</i>	<i>R-6 Zoning Requirement</i>	<i>386 Saint John St.</i>
Minimum Lot Area	2,000 square feet	7,366 square feet
Minimum Lot Area Per Dwelling Unit	725 square feet	818.4 square feet
Minimum Street Frontage	20 feet	64.91 feet
Minimum Front Setback	5 feet	5.84 feet
Minimum Rear Setback	10 feet	11.16 feet
Minimum Side Setback (>2.5 stories)	5 feet	5.12 feet
Maximum Lot Coverage	60%	56.1%
Minimum Lot Width	20 feet	64.91 feet
Maximum Structure Height	45 feet	33.62 feet
Minimum Landscaped Open Area	20%	20.1%
Minimum Off-Street Parking	7	8 spaces
Minimum Off-Street Bicycle Storage	2 Spaces (per 5 units)	4 spaces

X. CONDITIONAL USE REVIEW

A. GENERAL CONDITIONAL USE STANDARDS – SECTION 6.5.2

1. The volume and type of vehicle traffic to be generated, hours of operation, expanse of pavement, and the number of parking spaces required are not substantially greater than would normally occur at surrounding uses or other allowable uses in the same zone.

Staff Response: The proposed conditional use, a ground floor office space, requires one off-street parking space. The volume of traffic this use will generate is proportionately less than what will be generated by the approved residential use on the site and is not anticipated to cause negative impacts.



Figure 5. Non-residential Uses (red), Development Site (orange)

2. The proposed use will not create unsanitary or harmful conditions by reason of noise, glare, dust, sewage disposal, emissions to the air, odor, lighting, or litter.

Staff Response: The ground floor space that is the subject of the conditional use review is 669 square feet in area and is anticipated to be used as professional office space. No noise, glare, dust, sewage disposal, emissions to the air, odor, lighting, or litter are anticipated.

3. The design and operation of the proposed use, including but not limited to landscaping, screening, signs, loading deliveries, trash or waste generation, arrangement of structures, and materials storage will not have a substantially greater effect/impact on surrounding properties than those associated with surrounding uses or other allowable uses in the zone.

Staff Response: The proposed conditional use fits within the footprint of the proposed building in a manner that is not anticipated to have greater impacts than similar allowable uses in the zone. Signage should be clarified when a tenant is found for the space and at the time of the building permit.

4. The proposed use will meet any additional zone or use-specific standards identified in Tables 6-A to 6-F and Subsections 6.5.6 and 6.5.7.

Staff Response: The proposed office use is listed as a conditional use in the R-6 and R-6A zones in Table 6-A, and is subject to use-specific standards identified in Section 6.5.6(C).

B. USE-SPECIFIC STANDARDS GENERAL OFFICE IN THE R-6 AND R-6A ZONES – SECTION 6.5.6(C)

1. Offices shall serve a member of a recognized profession and be maintained for the conduct of that profession. Professional office uses do not include veterinary offices.

Staff Response: Applicants to make tenants aware of this standard. If this conditional use is approved, a Certificate of Occupancy for future tenants will only be issued for conditional uses permitted in the R-6 Zone.

2. For the use of any building designed or constructed for residential use, which was in use as a residence on April 18, 1984, or thereafter:

Staff Response: This standard does not apply.

3. A professional office shall not be located within 500 feet of another as measured along the street line to the respective property lines.

Staff Response: The proposed professional office is not located within 500 feet of another along Saint John Street

4. A building with one or more professional offices shall have at least 50% of the total floor area of the building devoted to residential uses.

Staff Response: As this building is proposed to have nine residences and one approximately 669 square foot professional office space, the site meets this standard.

5. The total number of individuals working in a building of professional offices shall not exceed the equivalent of four full time employees.

Staff Response: Applicants to make tenants aware of this standard.

6. Any additions or exterior alterations shall be compatible with the architecture of the building and maintain the residential appearance of the surrounding area.

Staff Response: This standard does not apply.

7. The scale and surface area of parking, driveways, and paved areas shall be arranged and landscaped to be compatible in size and scale with neighboring properties in the area and to properly screen vehicles from adjacent properties and streets.

Staff Response: The proposed professional office shall have one parking space that is clearly marked so as to distinguish it from the adjacent residential parking.

XI. SITE PLAN STANDARDS (Section 14.6)

The applicant has submitted a recording plat for review by the City Surveyor and Corporation Counsel. As is customary, the final plat will need to be revised to reflect any waivers and conditions of approval that relate to the site plan. Any waivers granted must be recorded at the Registry of Deeds within two years of a Planning Board decision.

The proposed development has been reviewed by staff for conformance with the relevant review standards of the City of Portland's Site Plan Ordinance, Section 14.6. Staff comments are below.

1. Transportation Standards (Section 14.6.1)

A. Impact on surrounding street systems

Staff Response: The proposed project is located on Saint John Street, which is a minor arterial, and the applicant is proposing to provide eight parking spaces for a nine unit residential building with 669

square foot office space. The site is accessible to public transit and it is not anticipated to adversely affect surrounding street systems.

There is a street moratorium for Saint John Street in the vicinity of the site until June 7, 2022.

B. Access and circulation

Staff Response: The applicant proposes a shared driveway on the property line between the existing building at 392 Saint John Street and proposed building on the newly created lot, 386 Saint John Street. New sidewalk and curbs would be built, as well as a new curb cut for the driveway and walkway to the front entrance. This sidewalk will be constructed of concrete to replace the existing badly deteriorated brick.

At less than 20 feet in width, the driveway does not conform to the width standards of the Technical Manual for multi-family residential projects with 10 parking spaces or more or commercial projects. The applicant is proposing eight total parking spaces. However, because the project incorporates a commercial office space the technical manual minimum driveway width (two-way) requirement is 20 feet. The applicant is seeking a Technical Manual waiver to allow a driveway width of 18 feet, which is two feet less than the required minimum width of 20 feet. Staff believes this waiver is appropriate because it will allow for a planted buffer to be located between the driveway and sidewalk and ADA accessible ramp, which will reduce potential vehicular-pedestrian conflicts near the ADA access point to the building. Staff also believes that, given that the minimum driveway width requirement for residential developments with nine parking spaces or less is 10 feet, and that the commercial use triggering the 20 foot width is not anticipated to create a greater impact than the residential parking spaces that 20 feet is sufficient. It is expected that visitors to the office space would utilize on-street parking. While parking on-site is for residents of the building with one space dedicated to the office tenant. In addition, traffic engineering peer reviewer, Tom Errico offered the following comments:

The proposed driveway will be 18 feet wide. I support a waiver from the City's Technical Standards given low traffic generation from the site, limited parking turnover, and a desire to maintain separation between the driveway and the handicap ramp to the building where landscaping is proposed.

At less than 24 feet, the driveway aisle does not conform to standards of the Technical Manual, and the applicant has submitted a Technical Manual waiver to allow for a reduced width of 22 feet. The submitted turning template shows vehicles close to the adjacent building and its landscaped area. Staff believe that the reduction in driveway aisle width is appropriate based on the submitted turning

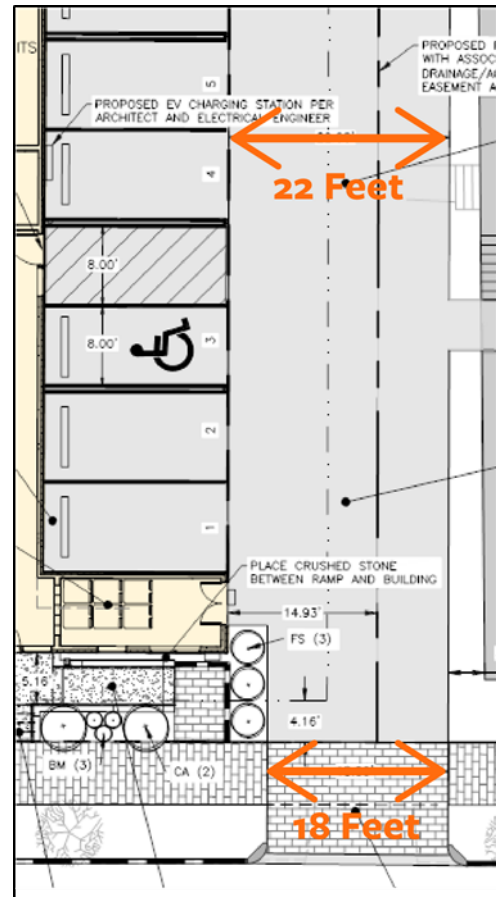


Figure 6. Areas of Driveway in Need of Waiver

templates. However, staff is recommended that a wooden guard rail or raised curb be installed to protect the building from automobiles utilizing the driveway.

Traffic engineering peer reviewer Tom Errico has offered the following comments:

The applicant has provided turning template information and I support a waiver from the City's Technical Standards for aisle width given reasonable accessibility and limited vehicle turnover. I do suggest that a wood barrier, curbing or other protection strategies be installed along the northern edge of the pavement to protect the grass area and abutting building. The turning templates indicate tight maneuvering spaces and encroachment into this area is likely.

C. Public transit access

Staff Response: All residential developments consisting of 20 or more dwelling units shall provide a transit shelter adjacent to or within the public right-of-way along its frontage. The proposed project provides a total of nine units; therefore, this standard is not applicable.

D. Parking

Staff Response: This development proposes eight total parking spaces. Seven that are to be used by residents of the new building and one to be used by potential tenants of the office space, yielding a parking ratio of 0.78 spaces per unit, with no changes to on-street parking. This amount is greater than the six parking spaces which are required for this development per zoning. The applicant proposes to include four bicycle parking spaces. All vehicle parking is located on the ground floor tucked under the new building. The bicycle parking will be wall mounted within the first-floor hallway.

2. **Environmental Quality Standards (Section 14.6.2)**

A. Preservation of significant natural features

Staff Response: This is an urban infill site; aside from the existing building on site, the lot currently consists of denatured land devoid of significant natural features.

B. Landscape preservation

Staff Response: As the site is currently occupied by a gravel driveway and parking area, as well as grass, there is currently no significant vegetation on site to preserve. The applicant proposes to preserve three street trees in the public right-of-way.

C. Site landscaping and buffers

Staff Response: The applicant proposes to install plantings and shrubbery near the building's front entrance.

With nine residential units proposed, the applicant is required to provide nine street trees. As three existing street trees will be preserved, the applicant is required to provide six additional or may utilize a street tree alternative as described in the City's Technical Manual Section 4.6.4 to meet the requirement.

The most suitable alternative is payment of an in-lieu fee into the City of Portland Tree Fund. This payment would be of \$2,400.00 for the provision of six street trees. (\$400.00 x 6 = \$2,400)

D. Water quality/storm water management/erosion control

Staff Response: The Applicant has provided a detailed Stormwater Management Report (Attachment J), as well as an Erosion and Sedimentation Control Report to meet the Basic Standards. The applicant proposes to install a focal point rain garden at the rear of the site.

3. Public Infrastructure and Community Safety Standards (Section 14.6.3)

A. Consistency with City Master Plans

Staff Response: This development is consistent with the goals and policies outlined in *Portland's Plan 2030*. The new housing development aligns with the City's vision statements and goals by increasing the overall housing supply in a contextual manner in a walkable, transit accessible location, which has the ability to enable people who work in Portland to have the option to live in Portland. In addition, the inclusion of a small office space furthers the shared goal of establishing complete neighborhoods. Relevant vision statements and goals are provided below:



Figure 7. Visions of Portland's Plan 2030

Goals:

- Housing: Increase, preserve, and modify the overall supply of housing city-wide to meet the needs, preferences and financial capabilities of all Portland residents.
- Housing: Encourage additional contextually appropriate housing density in and proximate to neighborhood centers, concentrations of services, and transit nodes and corridors as a means of supporting complete neighborhoods.
- Housing: Pursue policies to enable people who work in Portland to have the option to live in Portland.
- Environment: Adopt sustainable land use and transportation policies that support connectivity, walkable neighborhoods, and multi-modal transportation.

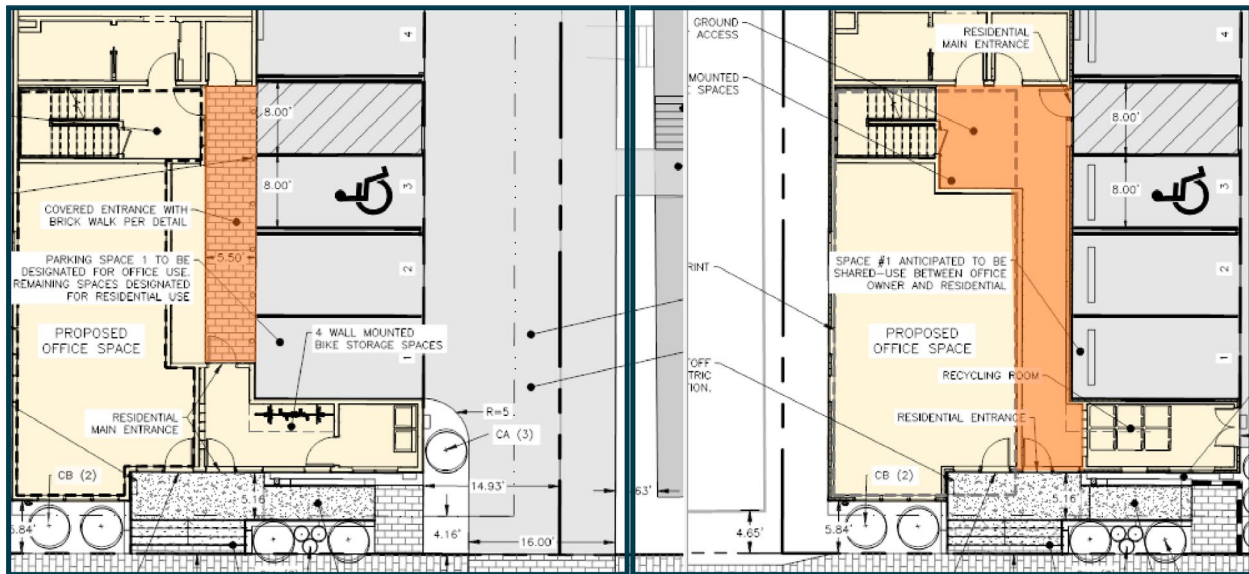


Figure 8. Previous Plan with Unenclosed Walkway (left) Compared to Current Plan with Enclosed Walkway (right)

B. Public safety and fire prevention

Staff Response: The Crime Prevention through Environmental Design (CPTED) standards in the site plan ordinance addresses the principles of natural surveillance, access control and territorial reinforcement so that the design of developments enhance the security of public and private spaces and reduce the potential for crime. The site's landscaping reinforces ownership while its windows and relation to neighboring buildings promote natural surveillance. The lighting is sufficient to promote visibility and security.

Since the Planning Board Workshop on February 8, site plans have been updated to address staff concerns about the safety of internal walkways. Previously an unenclosed walkway was proposed connecting the street entrance to the primary residential entrance in the parking area. This area has been fully enclosed to promote safety and clear ingress and egress (compare shaded areas in Figure 8).

C. Availability and capacity of public utilities

Staff Response: The Applicant has received a Wastewater Capacity Authorization from the Department of Public Works as well as an Ability to Serve Determination from the Portland Water District. The applicant has coordinated with CMP and met with a field planner to confirm the project will need to utilize the proposed pole mounted transformer and riser pole as shown in plans. No gas service is proposed for this site.

4. Site Design Standards (Section 14.6.4)

A. Massing, ventilation, and wind impact

Staff Response: The new building proposed is not anticipated to impact any adjacent structures as it relates to bulk or diminution of available light and air to abutting properties. The building does not differ substantially from adjacent and nearby structures regarding massing so negative impacts are not anticipated. The proposed building rises up to a height of approximately 33 feet, which is below the maximum 45 feet permitted in the R-6 zone.

B. Shadows

Staff Response: As an infill development that conforms to dimensional standards and setbacks, negative impacts regarding shadows are not anticipated.

C. Snow and ice loading

Staff Response: The applicant is proposing on-site snow storage; applicant plans to remove snow and ice from site in larger snow storm events on a case-by-case basis.

D. View corridors

Staff Response: This standard is not applicable.

E. Historic resources

Staff Response: The site is not within an established historic district, nor within 100 feet of a historic landmark.

F. Exterior lighting

Staff Response: Applicants have submitted an exterior site lighting plan and cut sheets that show compliance with lighting standards. Lighting as proposed for the ground-floor office space will not encroach on neighboring residential uses.

The proposed project needs to comply with the street lighting standards of Technical Manual Section 10.2. This standard makes the provision of a street light (as specified in Figure X-1) necessary, spaced between 120 feet and 130 feet from adjacent street lights. Applicants have met this standard through the provision of a street light meeting specifications in the public right-of-way adjacent to the entrance to the building.

G. Noise and vibration

Staff Response: All heating, ventilation and air conditioning equipment (HVAC), air handling units (AHU), emergency generators, and similar equipment will be required to meet state and federal emissions requirements. This mechanical equipment will be located along the rear of the building on the west rear-facing exterior wall.

H. Signage and wayfinding

Staff Response: No signage or wayfinding is proposed in this development.



Figure 9. Elevation of Proposed Development from Saint John St.

I. Zoning-related design standards

Staff Response: As this development is located within the R-6 zone, a design review was conducted according to the City of Portland Design Manual Standards. Planning staff and the city's Urban Designer reviewed site plans and renderings against the R-6 Residential Zone Standards (Appendix 7 of the Design Manual). This process led to revisions that are incorporated into the current application materials.

In response to preliminary design review comments from staff (Attachment 1), the architect added trim details including corner boards, and window trim to improve articulation of the façade in a manner typical of neighboring structures.

A final Review meeting was held on April 14, 2022. Based on the findings of this meeting, Staff recommended the following revisions to plans:

- The applicant should provide a curb to separate the landscaped planting area adjacent to the ADA ramp from the driveway.
- The applicant should provide a curb to separate the driveway from the adjacent structure and landscaping.
- Columns in the parking area should be checked to be sure they are correctly dimensioned in plans.
- The proposed exterior door accessing the garbage and recycling room should be differentiated through scale or color, so that the door does not appear as an entrance to the building. Staff recommend that the door be the same color as the building exterior.

As of April 19, the applicant has revised materials to reflect these staff suggestions. With these changes, staff find that the design meets applicable standards.

XII. NEIGHBORHOOD MEETING & PUBLIC COMMENT

Notices were sent to 53 property owners within 500 feet of the site on October 18, 2021. A remote Neighborhood Meeting was held on October 28, 2021 with 0 members in attendance.

At the time of writing this memo, the Planning Department has received comments from two current tenants of the existing building at 392 Saint John St. These comments expressed concern over parking as well as transparency in the neighborhood meeting noticing process.

XIII. STAFF RECOMMENDATION

Subject to the proposed motions and conditions of approval listed below, Planning Department staff find that the mixed-use residential and office development at 386-392 Saint John St. meets the applicable standards of Portland's Land Use Code.

XIV. PROPOSED MOTIONS

A. WAIVERS

On the basis of the application, plans, reports and other information submitted by the applicant, findings and recommendations contained in the Planning Board Report for the public hearing April 26, 2022 for application PL-001684-2021 relevant to the Site Plan Standards of the Land Use Code and Portland's Technical and Design Standards, and other regulations, and testimony presented at the Planning Board public hearing:

1. Driveway Width
The Planning Board [finds/does not find] based upon the Consulting Traffic Engineer's review, that extraordinary conditions exist or undue hardship may result from strict compliance with Technical Manual Section 1.7.2.3, which requires that driveway access to a street shall have a minimum width of 20 feet for two-way ingress and egress, that substantial justice and the public interest are secured with the proposed variation in this standard, and that variation is consistent with the intent of the ordinance. The Planning Board [waives/does not waive] Technical Manual Section 1.7.2.3 to allow a driveway width of 18 feet.
2. Drive Aisle Width
The Planning Board [finds/does not find] based upon the Consulting Traffic Engineer's review, that extraordinary conditions exist or undue hardship may result from strict compliance with Technical Manual Section 1.14, which requires a drive aisle width for right-angle parking to be 24 feet, that substantial justice and the public interest are secured with the proposed variation in this standard, and that variation is consistent with the intent of the ordinance. The Planning Board [waives/does not waive] Technical Manual Section 1.14 to allow a drive aisle width of 22 feet.

B. CONDITIONAL USE

On the basis of the application, plans, reports and other information submitted by the applicant; findings and recommendations contained in the Planning Board report for the public hearing on April 26, 2022 for application PL-001684-2021 relevant to Land Use Code sections 6.5.2 and 6.5.6(C) and the testimony presented at the Planning Board hearing, the Planning Board finds that the plan is/is not in conformance with the conditional use standards of the Land Use Code, subject to the following condition of approval:

PRIOR TO APPLYING FOR A BUILDING PERMIT

1. The Planning Board, under the provisions of Land Use Code Section 6.5.5 Limitations on conditional use approvals, grants an extension of the conditional use approval for a period of up to two years from the date of approval.

C. SITE PLAN REVIEW

On the basis of the application, plans, reports and other information submitted by the applicant; findings and recommendations contained in the Planning Board Report for the public hearing on April 26, 2022 for application PL-001684-2021 relevant to the site plan regulations and the testimony presented at the Planning Board hearing, the Planning Board **[finds/does not find]** that the plan is in conformance with the site plan standards of the Land Use Code subject to the following condition of approval:

PRIOR TO ISSUANCE OF A BUILDING PERMIT

1. The applicant shall contribute to the tree fund in the amount of \$400 per tree for six street trees for a total of \$2,400.

XV. ATTACHMENTS

PLANNING BOARD REPORT ATTACHMENTS

1. Preliminary Site Plan Review Comments from Staff
2. Final Site Plan Review Comments with Responses
3. Preliminary Design Review Comments from Staff
4. Final Design Review Comments from Staff

APPLICANT'S SUBMITTAL

- A. Cover Letter
- AA. Conditional Use Permit
- AB. Conditional Use Checklist
- AC. Comment Response Letter II
- AD. Comment Response Letter III
- B. Major Site Plan Checklist
- C. Right, Title, and Interest
- D. Zoning Assessment
- E. Summary of Written Easements
- F. Waiver Requests
- G. Financial Capacity
- H. Technical Capability
- I. Conformity with Land Use Ordinance
- J. Stormwater Management Report
- K. Erosion & Sedimentation Control Report
- L. Fire Department Letter
- M. Wastewater Capacity
- N. Lighting
- O. Architectural Design Narrative
- P. Utility Cover
- Q. Construction Management Report
- R. Solid Waste Disposal
- S. Parking Analysis
- T. Neighborhood Study
- U. Neighborhood Meeting Certification Letter
- V. St. John Neighborhood Letter
- W. Neighborhood Meeting Sign-In Sheet

- X. Neighborhood Meeting Minutes
- Y. Comment Response Letter
- Y.1 Architectural Comment Response Letter
- Z. Turning Templates

PLANS

- Plan 1 – Cover Sheet
- Plan 2 – General Notes
- Plan 3 – Survey
- Plan 4 – Construction Management Plan
- Plan 5 – Site and Landscape Plan
- Plan 6 – Utility Plan
- Plan 7 – Grading Plan
- Plan 8 – Site Details - 1
- Plan 9 – Site Details - 2
- Plan 10 – Landscape Details
- Plan 11 – Utility Details - 1
- Plan 12 – Utility Details - 2
- Plan 13 – Drainage Details
- Plan 14 – Focal Point Rail Garden Details
- Plan 15 – Erosion and Sediment Control Details
- Plan 16 – First Floor Plan & Perspectives
- Plan 17 – Second, Third & Basement Floor Plans
- Plan 18 – Elevations
- Plan 19 – Subdivision Plat
- Plan 20 – Photometric Plan
- Plan 21 – Exterior Perspectives

PUBLIC COMMENT

1. Catherine DiDominicus
2. John Jablonski

Comments from Planning Staff & Peer Reviewers.
PL-001684-2021 – 392 St. John Street – Multifamily Residential

Compiled by Austen Torres Davis, Planner
January 7, 2022

General Comments from Planning Staff

Project will need to conform to lighting standards of the Technical Manual (10.2 General Standards: Residential).

Front entrance and interior circulation information should be clarified or revised. It appears that tenants would need to enter vestibule, then exit into covered exterior walkway to access residential stairway. This configuration is not ideal both from a design perspective and from the perspective of shielding tenants from the elements. Additionally, a buffer or guard rail protecting the walkway from the parking area should be included.

Site & Landscape Plan does not match the First Floor Plan, as the doorway adjacent to parking space #4 are shown with slightly different dimensions.

Lighting

- Applicants should provide a photometric plan. One concern is the motion censored light on the left corner (near where the HVAC equipment is proposed). These lights should not encroach on neighboring property. All lights should be full cutoff.

Comments Related to Zoning Standards

Applicant will need to apply for a conditional use permit for office use in R-6 Zone. The planning board will review the conditional use permit application at Public Hearing.

The panhandle lot line should be explained. In this scheme both parking space and snow storage crosses the lot line which would require an easement. Additionally Shared driveways require easement.

The zoning analysis table should note 'right side' and 'left side' instead of simply noting 'side setback'

Applicant needs to add information in Energov about the existing building and its proposed landscaping, etc.

It should be shown on the plans how the applicant is meeting the required 20% open space.

Comments Related to Access & Parking

Waivers will be needed for the 16' driveway width as well as for the 21' parking aisle width.

Applicant needs to submit turning templates.

- Column dimensions should be considered in turning template.
- Graphics need to be representative of column dimensions. Currently columns look small.

The ADA space and aisle should be moved so that there is less conflict with support columns, and so the adjacent doorway does not open into the parking space.

An EV charger should be included in this development but is not shown in plans.

Compiled by Austen Torres Davis, Planner
January 7, 2022

One parking space per residential unit is required, though a waiver can be sought for the first three. For office uses, one space is required for every 400 feet – therefore one parking space is required for this use.

The doorway accessed via Parking Space #4 and its aisle should not be located to open or be accessed directly from the parking area, it should have more space or be relocated.

General Comments from DPW Staff

Deed descriptions that match the plans should be included for each lot.

The site surveys need to be stamped and signed.

Applicant should confirm whether they have reached out to DPW to confirm address of the new lot, as assessing needs to create a new tax lot number.

Comments Regarding Stormwater, Runoff, & Impervious Surface Cover

Applicant needs to replace manhole/manhole cover.

Footing, setback, and elevation information should conform to safe construction standards as the development is proposed close to adjacent building. This should be included in construction management report. These standards should include Supportive excavation to ensure development does not harm neighboring property. This documentation should be included in foundation-plan.

Sewer laterals should be indicated in utility plan. The utility plan shows where this is located but not where it is connected to the house.

Applicant to provide documentation regarding screening and noise related to HVAC equipment.

Applicant to provide clarification on snow storage.

- 386: Diagrams only show snow storage location for 392 but not 386. Diagram instead shows arrow suggesting snow storage atop focal-point rain catchment. This should not be the case.
- 392: Diagrams shows snow storage at location that is above grade of driveway and parking. Clarify any runoff concerns.

Stormwater runoff information is calculated for entire lot prior to subdivision. This should likely be done for each individual lot after subdivision.



Austen Davis <austentd@portlandmaine.gov>

St John St

Sam Lebel <slebel@acorn-engineering.com>

Tue, Apr 19, 2022 at 11:27 AM

To: Austen Davis <austentd@portlandmaine.gov>

Cc: Alex Coupe <alex@danandersonrealestate.com>, James Rather <jrather@portlandmaine.gov>, Tracie Reed <traciereed@dextrouscreative.com>, Zach Stevens <zstevens@acorn-engineering.com>

Thank you Austen – please find our responses in bold, below. We will upload any revised plans to e-plan shortly. Site Plan is attached for ease of use.

I would be happy to review the PB memo any time this week if that's something you're interested in.

Sam

C. 207.478.4327

From: Austen Davis <austentd@portlandmaine.gov>**Sent:** Friday, April 15, 2022 4:39 PM**To:** Sam Lebel <slebel@acorn-engineering.com>**Cc:** Alex Coupe <alex@danandersonrealestate.com>; James Rather <jrather@portlandmaine.gov>; Tracie Reed <traciereed@dextrouscreative.com>; Zach Stevens <zstevens@acorn-engineering.com>**Subject:** Re: St John St

Good afternoon Sam & Tracie,

I have pasted below the most recent comments from staff stemming from our final internal review meeting this week.

As of now these will appear in the Planning Board Report that I am drafting -- if you make any revisions to the submitted materials let me know and I will revise my report accordingly.

Best wishes,

Austen

General Comments & Design Comments from Planning Staff:

- The applicant should provide a curb to separate the landscaped planting area adjacent to the ADA ramp from the driveway.

A granite curb has been added to the south side of the drive aisle to separate the proposed structure and landscaping.

- The applicant should provide a curb to separate the driveway from the adjacent structure and landscaping.

A granite curb has been added to the north side of the drive aisle to separate the existing structure and landscaping.

- The proposed columns appear small - these should be checked to be sure they are correctly dimensioned in plans.

Column dimensions (5.5"x5.5") as shown on the plan are accurate and have been confirmed by structural engineer. The steel columns are specified as Hollow Structural Sections (HSS), allowing for a reduced footprint in comparison to concrete or other column types.

- The proposed exterior door accessing the garbage and recycling room should be differentiated through scale or color, so that the door does not appear as an entrance to the building. Staff recommend that the door be the same color as the building exterior.

The exterior door accessing the solid waste room will be the same color as the building exterior.

- The submitted *Utility Cover* document notes that responses from utility companies to ability-to-serve letters are attached. This should be double-checked to make sure responses are attached.

The responses received thus far have been attached to Section P. Utility Cover. Additionally, we have coordinated with CMP and met onsite with a field planner and confirmed the project will need to utilize the proposed pole mounted transformer and riser pole per plans.

Comments from Traffic Engineering Peer Reviewer:

- The applicant has provided turning template information and I support a waiver from the City's Technical Standards for aisle width given reasonable accessibility and limited vehicle turnover. I do suggest that curbing or other protection strategies be installed along the northern edge of the pavement to protect the grass area and abutting building. The turning templates indicate tight maneuvering spaces and encroachment into this area is likely.

Per your suggestion, a curb has been added to the northern and southern side of the drive aisle (where applicable) to add separation for the landscaping areas.

[Quoted text hidden]

[Quoted text hidden]



5. Site and Landscape Plan.pdf

357K

Planning and Urban Development Department



Subject: R-6 Design Review – 392 St. John Street

Written by: Sean King, Urban Designer

Date of Review: Wednesday, December 29, 2021

A design review according to the City of Portland Design Manual Standards was performed for the proposed new construction of a 9-unit apartment with general office on ground floor building adjacent to the existing 4-unit structure at 392 St. John Street.

Reviewers: Sean King – Urban Designer, Austen Torres Davis - Planner, Jimmy Dealaman - Planner, and Kevin Kraft - Deputy Director.

The project was reviewed against the **R6 Residential Zone Standards (Appendix 7 of the Design Manual)**.

SMALL RESIDENTIAL LOT DEVELOPMENT LOCATED IN THE R-6 ZONE

(1) **STANDARDS.** Small residential lot development located in the R-6 zone on lots of ten thousand (10,000) square feet or less shall provide a high degree of architectural quality and compatibility with the surrounding neighborhood as demonstrated by compliance with the principles and standards of the R-6 Infill Development Principles and Standards, promulgated by the Planning Board and contained in Appendix 7 of this manual. Any proposal required to obtain a certificate of appropriateness under Portland's historic preservation ordinance is exempt from the R-6 design review standard.

Design Review Comments (*red text denotes standards that are not met*):

R-6 Infill Development Design Principles & Standards - Appendix 7

PRINCIPLE A - Overall Context. A building design shall contribute to and be compatible with the predominant character-defining architectural features of the neighborhood.

STANDARD A-1 - Scale and Form:

- Scale and form relates to nearby residential structures that contribute to and are compatible with the predominant residential neighborhood character.

STANDARD A-2 - Composition of Principal Facades:

- The rhythm, size, orientation and proportion of window and door openings is compatible of neighborhood, placement throughout the project is symmetrical and simple.

STANDARD A-3 - Relationship to Street:

- The building's main entry is oriented toward the street and is slightly setback to allow for a shared stoop for the general office and residential entries. A narrow

buffer for landscaping is provided. The building placement is consistent with the spacing and rhythm of the residential fabric.

PRINCIPLE B - Massing – The massing of the building reflects and reinforces the traditional building character of the neighborhood through a well composed form, shape and volume. - **Not Met**

STANDARD B-1 - Massing

- The building's massing is appropriate in relationship to size, scale and shape within the existing neighborhood. **The form composition of the new building façade deviates along street-facing façade due to the frontage width (44'9") of structure. Provide greater volume variation along street-facing façade (e.g. façade setback, projecting or receding building elements) to a maximum width of fifteen (15) feet consistent with the massing of existing buildings in the two-block radius.**

STANDARD B-2 - Roof Forms

- The project uses a simple flat roof that is compatible with the existing context.

STANDARD B-3 - Main Roofs and Subsidiary Roofs

- The building has one main roof form that is clearly evident.

STANDARD B-4 - Roof Pitch – Met

- The flat roof is typical of nearby multi-family buildings.

STANDARD B-5 - Façade Articulation – Met

- Project proposes a canopy above a shared entry stoop.

STANDARD B-6 - Garages – A garage is not proposed at the street-facing façade. **For the parking proposed, provide distinctive separation at "covered entrance with brick walk" to protect and buffer the pedestrian circulation from parked automobiles.**

PRINCIPLE C - Orientation to the Street – The building façade shall reinforce a sense of the public realm of the sidewalk while providing a sense of transition into the private realm of the home.

STANDARD C-1 - Entrances

- Main entrance is oriented toward the street and articulated with a raised stoop and ADA ramp.

STANDARD C-2 - Visual Privacy

- Finished floor elevation shown a minimum of 24" above sidewalk with the incorporation of elevated shared stoop along the front side of the building façade.

STANDARD C-3 - Transition Spaces

- The project includes a front stoop with a landscape buffer area which acts as a transition space.

PRINCIPLE D – Proportion and Scale – Building proportions must be harmonious and individual building elements shall be human scaled.

STANDARD D-1 - Windows

- All windows and doorways have a proportional relationship to the overall massing of the building.

STANDARD D-2 - Fenestration

- Windows and doorways scaled appropriately and meet at least 12% of total façade area.

STANDARD D-3 - Porches

- Porch, as it is identified through the main entry stoop, meets standards.

PRINCIPLE E – Balance – The building façade elements must create a sense of balance by employing local or overall symmetry and by appropriate alignment of building forms, features and elements.

STANDARD E-1 - Window and Door Height

- The majority of window and door head heights align along a common horizontal datum.

STANDARD E-2 - Window and Door Alignment

- The majority of windows stack to express a vertical alignment.

STANDARD E-3 - Symmetricality

- The primary window composition relates to the floor plan organization with bedrooms facing the street.
-

PRINCIPLE F – Articulation – The design of the building is articulated to create a visually interesting and well composed residential façade. – **Not Met**

STANDARD F-1 - Articulation

- Surface articulation in the building should include detailed consistency on the façade visible from the public right of way through dimensional trim (minimum width of 4”), window reveals, or similar elements appropriate to style of building.

STANDARD F-2 - Window Types

- Two window types and sizes are used on the street-facing façade.

STANDARD F-3- Visual Cohesion

- The visual cohesion of siding material is consistent with arrangement of masonry materials shown below lighter material. Address the materiality in foundation wall as cladded brick for compatibility with the predominant architectural features of the neighborhood.

STANDARD F-4- Delineation Between Floors

- Delineation between floors is assembled by fenestration pattern set by window alignment in upper floors. Delineation of first floor and second floor is not evident, especially along garage façade visible from street. Provide architectural feature (such as belt course or similar) to express first floor from second floor and raise front entry canopy to assist as delineation feature.

STANDARD F-5 - Porches, etc.

- Entryway stoop is architecturally integrated into the overall design of the building. **Use of railings at steps and ramp shall be consistent to include a more defined vertical rail system with appropriate openings.**

STANDARD F-6 - Main Entries

- The main pedestrian entry is facing St. John Street and integrated architecturally into the overall design of the building. **Provide materiality of main entry and confirm design details for canopy feature that does not inhibit pedestrian access at main entry ramp.**

STANDARD F-8 - Articulation

- **The following features shall be on all facades facing and adjacent to the street:**
 - i. Eaves and rakes shall have a minimum projection of 6 inches.
 - ii. **All exterior façade trim such as that used for windows, doors, corner boards, and other trim, shall have a minimum, width of 4 inches except for buildings with masonry exteriors.**
 - iii. If there are off sets in building faces or roof forms, the off sets shall be a minimum of 12 inches. (This building's offset is 2'6")
 - iv. Pronounced and decorative cornices. **Confirm material and distances.**

Principle G - Materials – Building facades shall utilize appropriate building materials that are harmonious with the character defining materials and architectural features of the neighborhood. **Not Met**

STANDARD G-1 - Materials

- Materials and treatments appear compatible with architectural features of the neighborhood. **Provide exterior material selection for clarity of type and color.**

STANDARD G-2 - Material and Façade Design

- The project uses materials that are harmonious with the surroundings. Simple, consistent material placement. Foundation is differentiated with a change in material. **Address the materiality in foundation wall as cladded brick for compatibility with the predominant architectural features of the neighborhood – (From STANDARD F-3).**

STANDARD G-3 - Chimneys

- No chimneys are visible, standard not applicable.

STANDARD G-4 - Window Types

- The window types include only two types on the front façade. The predominant character in this context is vertical proportioned windows with one or two types visible from the street.

STANDARD G-5 - Patios and Plazas

- Not applicable.

Planning and Urban Development Department



Subject: R-6 Design Review – 392 St. John Street

Written by: Sean King, Urban Designer

Date of Review: Friday, January 28, 2022

A design review according to the City of Portland Design Manual Standards was performed for the proposed new construction of a 9-unit apartment with general office on ground floor building adjacent to the existing 4-unit structure at 392 St. John Street.

Reviewers: Sean King – Urban Designer, Austen Torres Davis - Planner, Jimmy Dealaman - Planner, and Kevin Kraft - Deputy Director.

The project was reviewed against the **R6 Residential Zone Standards (Appendix 7 of the Design Manual)**.

SMALL RESIDENTIAL LOT DEVELOPMENT LOCATED IN THE R-6 ZONE

(1) **STANDARDS.** Small residential lot development located in the R-6 zone on lots of ten thousand (10,000) square feet or less shall provide a high degree of architectural quality and compatibility with the surrounding neighborhood as demonstrated by compliance with the principles and standards of the R-6 Infill Development Principles and Standards, promulgated by the Planning Board and contained in Appendix 7 of this manual. Any proposal required to obtain a certificate of appropriateness under Portland's historic preservation ordinance is exempt from the R-6 design review standard.

Design Review Comments (*red text denotes standards that are not met*):

R-6 Infill Development Design Principles & Standards - Appendix 7

PRINCIPLE A - Overall Context. A building design shall contribute to and be compatible with the predominant character-defining architectural features of the neighborhood.

STANDARD A-1 - Scale and Form:

- Scale and form relates to nearby residential structures that contribute to and are compatible with the predominant residential neighborhood character.

STANDARD A-2 - Composition of Principal Facades:

- The rhythm, size, orientation and proportion of window and door openings is compatible of neighborhood, placement throughout the project is symmetrical and simple.

STANDARD A-3 - Relationship to Street:

- The building's main entry is oriented toward the street and is slightly setback to allow for a shared stoop for the general office and residential entries. A narrow

buffer for landscaping is provided. The building placement is consistent with the spacing and rhythm of the residential fabric.

PRINCIPLE B - Massing – The massing of the building reflects and reinforces the traditional building character of the neighborhood through a well composed form, shape and volume. Met

STANDARD B-1 - Massing

- The building's massing is appropriate in relationship to size, scale and shape within the existing neighborhood. **The applicant provided street-facing façade width of neighboring buildings for comparison to the proposed building. In addition to the projection and receding building elements at the ground floor and upper floors, the delineation of floors via trim detail assists to relate to neighborhood context.**

STANDARD B-2 - Roof Forms

- The project uses a simple flat roof that is compatible with the existing context.

STANDARD B-3 - Main Roofs and Subsidiary Roofs

- The building has one main roof form that is clearly evident.

STANDARD B-4 - Roof Pitch – Met

- The flat roof is typical of nearby multi-family buildings.

STANDARD B-5 - Façade Articulation – Met

- Project proposes a canopy above a shared entry stoop.

STANDARD B-6 - Garages – A garage is not proposed at the street-facing façade. **Addition of wheel stops creates protection between vehicular parking and pedestrian walk.**

PRINCIPLE C - Orientation to the Street – The building façade shall reinforce a sense of the public realm of the sidewalk while providing a sense of transition into the private realm of the home.

STANDARD C-1 - Entrances

- Main entrance is oriented toward the street and articulated with a raised stoop and ADA ramp.

STANDARD C-2 - Visual Privacy

- Finished floor elevation shown a minimum of 24" above sidewalk with the incorporation of elevated shared stoop along the front side of the building façade.

STANDARD C-3 - Transition Spaces

- The project includes a front stoop with a landscape buffer area which acts as a transition space.

PRINCIPLE D - Proportion and Scale – Building proportions must be harmonious and individual building elements shall be human scaled.

STANDARD D-1 - Windows

- All windows and doorways have a proportional relationship to the overall massing of the building.

STANDARD D-2 - Fenestration

- Windows and doorways scaled appropriately and meet at least 12% of total façade area.

STANDARD D-3 - Porches

- Porch, as it is identified through the main entry stoop, meets standards.

PRINCIPLE E – Balance – The building façade elements must create a sense of balance by employing local or overall symmetry and by appropriate alignment of building forms, features and elements.

STANDARD E-1 - Window and Door Height

- The majority of window and door head heights align along a common horizontal datum.

STANDARD E-2 - Window and Door Alignment

- The majority of windows stack to express a vertical alignment.

STANDARD E-3 - Symmetricality

- The primary window composition relates to the floor plan organization with bedrooms facing the street.
-

PRINCIPLE F – Articulation – The design of the building is articulated to create a visually interesting and well composed residential façade. – Met

STANDARD F-1 - Articulation

- **Addition of nominal 4” trim provides articulation.**

STANDARD F-2 - Window Types

- Two window types and sizes are used on the street-facing façade.

STANDARD F-3- Visual Cohesion

- The visual cohesion of siding material is consistent with arrangement of masonry materials shown below lighter material. **The proposed reinforced concrete foundation with 18” maximum visibility is screened by proposed planting.**

STANDARD F-4- Delineation Between Floors

- Delineation between floors is assembled by fenestration pattern set by window alignment in upper floors. **Addition of nominal 4” trim provides acceptable delineation.**

STANDARD F-5 - Porches, etc.

- Entryway stoop is architecturally integrated into the overall design of the building. **Balusters not required per standard.**

STANDARD F-6 - Main Entries

- The main pedestrian entry is facing St. John Street and integrated architecturally into the overall design of the building. **Applicant confirmation of materiality, adjustment to canopy height, and clear ADA path of travel are acceptable.**

STANDARD F-8 - Articulation

- The following features shall be on all facades facing and adjacent to the street:

- i. Eaves and rakes shall have a minimum projection of 6 inches. **The applicant has met this standard.**
- ii. All exterior façade trim such as that used for windows, doors, corner boards, and other trim, shall have a minimum, width of 4 inches except for buildings with masonry exteriors. **The applicant has met this standard.**
- iii. If there are off sets in building faces or roof forms, the off sets shall be a minimum of 12 inches. **The applicant met this standard.**
- iv. Pronounced and decorative cornices. **The applicant has met this standard.**

Principle G - Materials – Building facades shall utilize appropriate building materials that are harmonious with the character defining materials and architectural features of the neighborhood. Met

STANDARD G-1 - Materials

- Materials and treatments appear compatible with architectural features of the neighborhood. The applicant proposes fiber cement clapboard-style siding, cedar textured in dark blue/gray color.

STANDARD G-2 - Material and Façade Design

- The project uses materials that are harmonious with the surroundings. Simple, consistent material placement. Foundation is differentiated with a change in material. **The surrounding neighborhood includes a mix of material types visible at the foundation. The proposed reinforced concrete foundation with 18" maximum visibility is screened by proposed planting.**

STANDARD G-3 - Chimneys

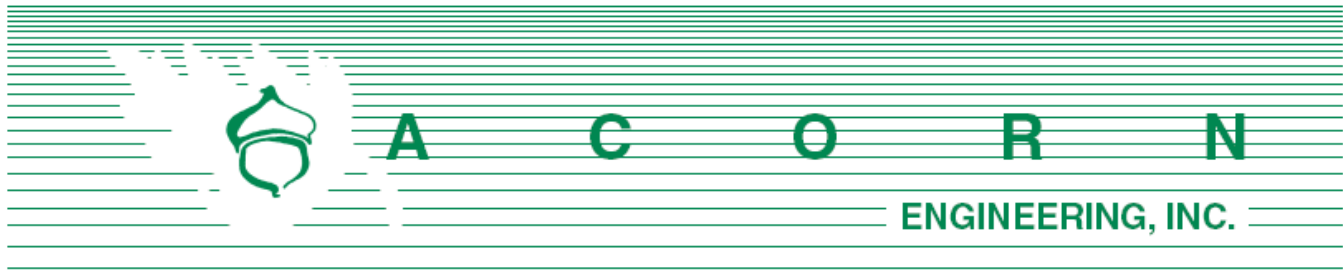
- No chimneys are visible, standard not applicable.

STANDARD G-4 - Window Types

- The window types include only two types on the front façade. The predominant character in this context is vertical proportioned windows with one or two types visible from the street.

STANDARD G-5 - Patios and Plazas

- Not applicable.



Planning Division
City of Portland, Maine
389 Congress Street, 4th Floor
Portland, ME 04101

December 22, 2021

Subject: Major Site Plan & Subdivision Application
Redevelopment of 392 St. John Street – Portland, Maine

To Whom It May Concern,

On behalf of Alex Coupe, we are pleased to submit the accompanying package of materials related to the proposed redevelopment of 392 St. John Street. The existing parcel is 11,000 square feet and contains an existing 4-unit building that will be maintained with several site improvements as a result of the proposed 9-unit building with ground floor business space. The project proposes to divide the existing property line into two separate conforming parcels with a shared driveway and utility corridor.

The proposed development includes nine two-bedroom units that are anticipated to be long term leases. The project proposes to utilize and expand the existing curb cut and driveway to a shared driveway with a 21' wide access aisle. A reciprocal mutual easement agreement will be developed to allow each parcel to share the driveway, utilities, etc. while laying out the expectations for property management. This infill project intends to improve the streetscape by rebuilding the sidewalk, curb, and esplanade which are in poor condition while maintaining the three existing street trees.

This application package is intended to meet the City's Submission requirements as outlined in the Major Site Plan Application procedures. If you have any questions regarding these materials or the completeness of the application materials, please contact us within the next five (5) days.

Sincerely,

Sam Lebel, P.E.
Project Manager
Acorn Engineering, Inc.

The following documents and drawings will be uploaded onto the City's electronic submission site per the procedure outlined in the application:

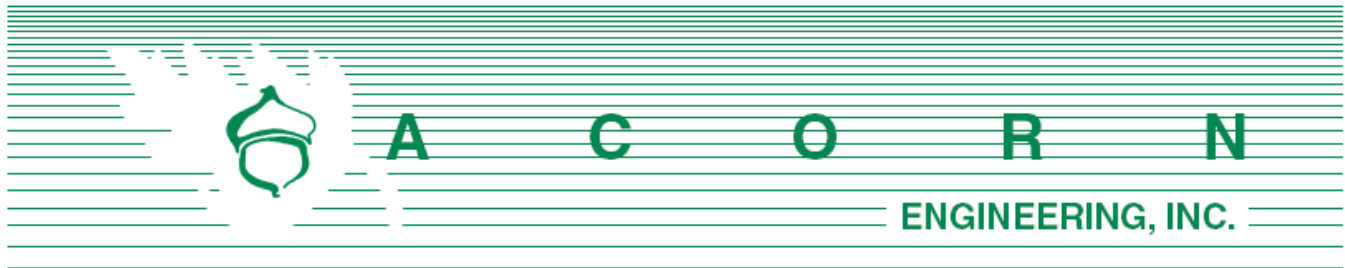
Documents:

- Section A: Cover Letter
- Section B: Major Site Plan Checklist
- Section C: Right, Title, Interest
- Section D: Zoning Assessment
- Section E: Easements
- Section F: Waiver Table
- Section G: Financial Capacity
- Section H Technical Capacity
- Section I: Conformity with Land Use Ordinance
- Section J: Stormwater Management Report
- Section K: Erosion & Sedimentation Control Report
- Section L: Fire Department Letter
- Section M: Wastewater Capacity Letter
- Section N: Lighting
- Section O: Architectural Design Narrative
- Section P: Utility Cover
- Section Q: Construction Management Plan
- Section R: Solid Waste
- Section S: Neighborhood Study

Drawings:

- Civil Site Plan Set dated 12/22/2021.
- Architectural Plan Set dated 12/21/2021.





Austen Torres Davis – City Planner
 Department of Planning & Urban Development
 City Hall, 389 Congress Street, 4th Floor
 Portland, Maine 04101

January 17th, 2022

Subject: Conditional Use Permit
 Redevelopment of 392 St. John Street – Portland, Maine

Austen,

On behalf of Alex Coupe, we are pleased to submit the accompanying package of materials related to the proposed redevelopment of 392 St. John Street. The existing parcel is 11,000 square feet and contains an existing 4-unit building that will be maintained with several site improvements as a result of the proposed 9-unit building with ground floor business space. The project proposes to divide the existing property line into two separate conforming parcels with a shared driveway and utility corridor.

The proposed ground floor professional office space is a conditional use within the R6 zoning district and as such is subject to Land Use Code section 6.5.2 General Conditions Use Standards. We believe the proposed 606 square foot ground floor office space will be an asset to the neighborhood and has been proposed in direct response to feedback from the project's neighborhood meeting. Please see below:

- A.) Traffic: The anticipated volume generated by the proposed office use is minimal due to the small footprint of the space allowing minimal capacity for employees (potentially 3-4 employees max). The city's requirement for office space parking is 1 space per 400sf, thus resulting in 1 parking space required on site. In addition, there is on-street parking on St John Street and there is a transit bus stop within 500 ft of the proposed building.
- B.) The proposed use will not create unsanitary or harmful conditions by reason of noise, glare, dust, sewage disposal, emissions to the air, odor, lighting, or litter.
- C.) The office space use will have minimal impact of the proposed residential programming in regards to design and operation. The office will not affect the landscaping, screening, signs, loading, deliveries, trash, arrangement of structures, and materials storage will not have a greater impact on surrounding properties than those associated with surrounding uses or other allowable uses in the zone
- D.) The proposed use will be in compliance with standards identified in tables 6-A to 6-F and subsections of 6.5.6 and 6.5.7

General Office in the R6 Zone

- a. The proposed office space will serve a member of a recognized professions and be maintained for the conduct of that profession. The proposed office space will not be a veterinary space.
- b. See below
 - i. There are no professional offices existing within 500' of the site.
 - ii. The proposed building has approximately 8,512 SF of residential use compared to the proposed 606 SF for office use.
 - iii. The total number of employees working in the proposed office is not anticipated to surpass 3-4 employees.
 - iv. The proposed building will be compatible with the architectural character of the surrounding area. Please refer to architectural plans and narrative for additional information.
- c. The scale of the surface area of parking, driveways, and paved areas is arranged and landscaped in a similar size and scale as neighboring properties in the area. The majority of proposed parking on site is covered and screened from the street and abutting properties.

Sincerely,



Sam Lebel, P.E.
Project Manager
Acorn Engineering, Inc.

In conjunction with the active Major Site Plan/Subdivision application, the following documents and drawings will be uploaded onto the City's electronic submission site per the procedure outlined in the application:

Documents:

- Section AA: Conditional Use Permit Narrative
- Section AB: Conditional Use Checklist
- Section C: Right, Title, Interest



CITY OF PORTLAND
Planning & Urban Development Department

**CONDITIONAL USE – PLANNING BOARD REVIEW
SUBMISSION CHECKLIST**

Please submit each document as a separate PDF file.
Please confirm by electronically checking the boxes in the left-hand column.

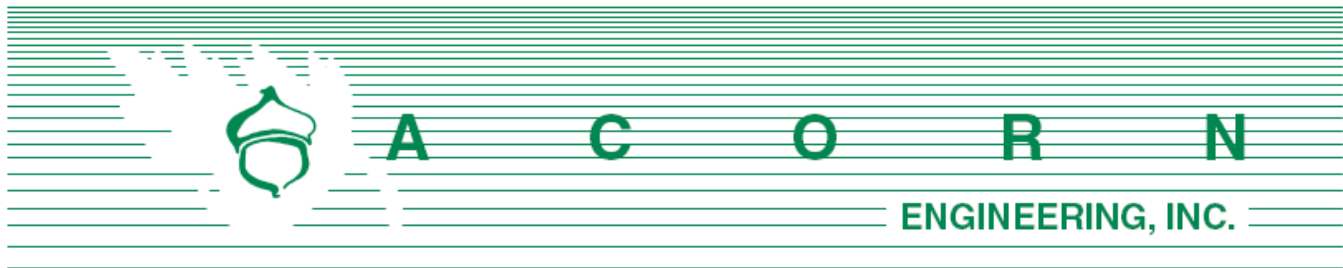
Conditional uses are listed in the land use code for each zone. The applicant must address the general standards as well as any use- or zone-based conditional use standards contained in Article 6.5 of the land use code in the written application.

GENERAL APPLICATION DOCUMENTS

☒	N/A	Project Description Cover letter with detailed project description
☒	N/A	Completed Checklist – Conditional Use (this document)
☒	N/A	Evidence of Right, Title and Interest Deeds, leases, or purchase and sales agreements

CONDITIONAL USE STANDARDS AND CRITERIA

☒	N/A	Traffic Demonstrate that the volume and type of vehicle traffic to be generated, hours of operation, expanse of pavement, and number of parking spaces required are not substantially greater than would normally occur at surrounding uses or other allowable uses in the zone.
☒	N/A	Environmental Impacts Demonstrate that the proposed use will not create any unsanitary or harmful conditions by reason of noise, glare, dust, sewage disposal, emissions to the air, odor, lighting, or litter.
☒	N/A	Design and Operation Demonstrate that the design and operation of the proposed use, including but not limited to landscaping, screening, signs, loading, deliveries, trash or waste generation, arrangement of structures, and materials storage will not have a substantially greater effect/impact on surrounding properties than those associated with surrounding uses or other allowable uses in the zone.
☒	N/A	Use- and Zone-Specific Criteria Address any use- or zone-specific standards in Sections 6.5.6 and 6.5.7 of the land use code.



Austen Torres Davis – City Planner
 Department of Planning & Urban Development
 City Hall, 389 Congress Street, 4th Floor
 Portland, Maine 04101

March 4, 2022

Subject: Comment Response Letter II
 392 St. John Street

On behalf of Alex Coupe, we are pleased to respond to the remaining outstanding comments related to the proposed multifamily urban infill project located at 392 St. John Street.

Comment – *In regard to the proposed wheel stops located adjacent to the proposed building, we believe an alternative and more permanent option should be considered.*

Response – The design has been revised to include 4” pipe bollards with decorative covers spaced 5’ O.C. to be located at the head of the parking stalls. Please see Sheet C-10 and C-41 for additional information.

Comment – *The submitted turning template shows vehicles close to the adjacent building and its landscaped area. A barrier or guard rail should protect the adjacent building from automobiles utilizing the driveway.*

Response – Given the existing building’s 4’ buffer from the edge of pavement along with the rising grades at this location that puts the finished grade around the existing building 18” above the parking lot elevation, the Applicant does not wish to install a barrier or guardrail. It is also important to note that the parking is used by tenants and an office employee who will be regularly parking in the same spot and will become accustomed to the turning movements in comparison to a commercial application with high turnover and unfamiliar drivers.

Comment – *The applicant should specifically identify site constraints that prevent the project from meeting the minimum driveway width of 20 feet. There appears to be space available to meet the minimum width requirement. I would note that St. John Street is classified as a minor arterial and carries significant traffic volumes and this is a factor in the consideration of a waiver. Additionally, the building columns in the vicinity of the parking area should be included on the plans.*

Response – As discussed with the Planning Board, we are proposing 10 parking spaces on site, which narrowly triggers the requirement of a minimum 20’ driveway for two way access. In comparison, with one less parking space, the minimum driveway aisle reduces from 20’ to 10’. It is our professional opinion that 16’ balances the site constraints (existing

building location, grading, etc.) with functionality for emergency access as well as a rare two-way movement along a short stretch of pavement. Additionally, 16' reduces the site's overall impervious area.

The building columns are shown on the plans. Given the 3-story wood framed building and the effectiveness of hollow structural section (HSS) steel, the "footprint" of these columns are small and generally fall within the parking stall striping, making them difficult to depict on the site plan. They have been taken into account within the turning templates and were strategically placed by the structural engineer to minimize interference with vehicles' maneuverability.

Comment – *Staff is seeking additional clarity from the applicant on how they intend to operate the parking spaces between tenants of the office space and residents of the building.*

Response – One space will be dedicated to the office space and the rest will be offered to the residential tenants.

Comment – *The applicant proposes to plant three new street trees as well as plantings and shrubbery near the building's front entrance. In addition the applicant intends to retain three existing street trees. With nine residential units proposed the applicant is required to plant nine street trees or may utilize a street tree alternative as described in the City's Technical Manual Section 4.6.4 to meet the requirement*

Response – There was a miscommunication in the plans; to clarify, the project does not propose any new street trees due to limited frontage, utility conflicts, and the existing health and canopy of the existing three street trees that will remain (we do not want to overcrowd them) It is anticipated that the project will contribute to the City of Portland Tree Fund in accordance with the City's Technical Manual Section 4.6.4

Comment – *The applicant is proposing on-site snow storage; a snow removal plan that will be utilized in larger snow storm events should be prepared.*

Response – In larger snowstorm events the client will be responsible for snow removal as necessary, typical of many other small, urban sites around the City. The Owner will manage snow removal as required by the Site Plan general notes.

Comment – *Project will need to conform to lighting standards of the Technical Manual (10.2 General Standards: Residential).*

Response – The project proposes to implement a streetlight in conformance with Technical Manual 10.2 Residential Street. The streetlight is anticipated to be located along the project's frontage on St John Street. Please see Sheet C-10 and C-44 for additional information.

Comment – *All heating, ventilation and air conditioning equipment (HVAC), air handling units (AHU), emergency generators, and similar equipment will be required to meet state and federal emissions requirements. This mechanical equipment will be located on the south-facing exterior wall. Clarification on how this equipment will be shielded from view*



should be included in final submissions

Response – The equipment will be designed by the architect and MEP to meet the aforementioned standards. The plan has been revised to include a wooden fence to conceal the condensers from the abutting property. Please see Sheet C-10 and C-42 for additional information.

Comment – *Applicants should provide a photometric plan. One concern is the motion censored light on the left corner (near where the HVAC equipment is proposed). These lights should not encroach on neighboring property. All lights should be full cutoff.*

Response – The photometric plan has been submitted as part of the revised application material. The proposed site lighting will be full cut off and the maximum illumination level at the property line will not exceed 0.1-foot candle.

Comment – *Applicant should confirm whether they have reached out to DPW to confirm address of the new lot, as assessing needs to create a new tax lot number.*

Response – The project team has reached out to Charles Wordell with DPW and has confirmed that 386 St John Street will be the address of the proposed building. The existing building will remain 392 St John Street. DPW has also tentatively assigned 066 FF008001 as the new tax lot number but will need a recorded deed prior to finalizing.

Please let us know if you have any additional questions or comments.

Sincerely,

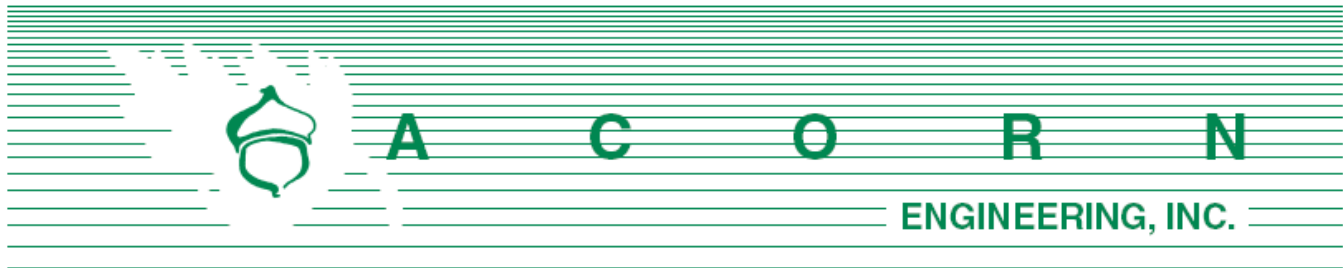


Samuel J. Lebel, P.E.
Project Manager
Acorn Engineering, Inc.



Zachary M. Stevens, E.I
Design Engineer
Acorn Engineering, Inc.





Austen Torres Davis – City Planner
 Department of Planning & Urban Development
 City Hall, 389 Congress Street, 4th Floor
 Portland, Maine 04101

April 6, 2022

Subject: Comment Response Letter III
 392 St. John Street

On behalf of Alex Coupe, we are pleased to respond to comments related to the proposed multifamily urban infill project located at 392 St. John Street. The following comments summarize our verbal discussions with Staff and are not intended to be verbatim.

Comment – *Exterior hallway is not meeting CPTED standards and doesn't appear functional. As a consequence, the recycling/garbage collection and ADA circulation are not ideal.*

Response – The exterior hallway design has been revised to be enclosed along with a rearrangement of the solid waste, bike storage, and laundry room per discussions with City staff. Please refer to the architectural plans and response attached to the end of this document for additional information.

Comment – *The peer review engineer continues to question the requested driveway and drive aisle waivers.*

Response – As discussed with the Planning Board and Staff, we are continuing to propose 10 parking spaces on site, which narrowly triggers the requirement of a minimum 20' driveway for two-way access. In comparison, with one less parking space, the minimum driveway aisle reduces drastically from 20' to 10'.

However, in response to the outstanding comment, the site has been revised to maximize the “throat” of the driveway to 18 feet wide (previously 16 feet). The drive aisle has also been increased to 22 feet (previously 21 feet). These dimensions represent the maximum available widths due to proximity to the existing building and the need to maintain the existing grade around the perimeter of the building. It is our professional opinion that the increased widths will provide adequate functionality and circulation for the proposed site.

It should be noted that this condition is not unique given the urban setting. Furthermore, we recall general support from the Planning Board in waiving the driveway and drive aisle dimensional standards given the low-turnover and residential nature of the project. If this were a commercial application with unfamiliar customers and a high turnover, we would not be seeking waivers. We strongly feel the parking lot standards should not be applied as

a “one size fits all” standard and therefore we are proposing modest waivers appropriate for the proposed land use primarily due to site constraints. This approach is consistent with similar previously approved projects around the City and is also consistent with feedback received from the Planning Board at the 2/8/22 Workshop.

Comment – *Developments shall locate HVAC venting to direct exhaust away from residential properties directly adjacent.*

Response – The HVAC units have been relocated to the rear of the proposed building and the previously proposed stockade fence to shield the HVAC units has been removed. Please See Sheet C-10 and the latest architectural drawings for additional information.

Please let us know if you have any additional questions or comments.

Sincerely,



Samuel J. Lebel, P.E.
Project Manager
Acorn Engineering, Inc.



Zachary M. Stevens, E.I.
Project Engineer
Acorn Engineering, Inc.



March 29, 2022



Austen Torres Davis
Planner
City of Portland Maine
389 Congress Street
Portland, Maine 04101

Re: 392 St. John Street – Review Comments

Our enclosed submission addresses several items staff and the board addressed during our workshop earlier this year. Our team is excited to move forward to hearing and appreciates the staff and board's feedback throughout the process.

Key Submission Alterations

- Enclosure of the previously open walkway at the head of vehicular parking. The front entrance is still located at St. John Street with mailboxes, along plan right of the door. The entrance will be locked, accessible only to key holders of the building.
- Trash/recycling pickup will be municipal. Access has been moved for convenience of residents immediately adjacent to the access drive. The windows to this room are now translucent.
- Bicycle storage has moved down the hall to ensure maximum visibility by residents coming and going from the building.
- Shared laundry facilities are immediately adjacent to the building stair.
- Condensers have been relocated to the rear of the building away from adjacent properties.
- Wheel stops remain at the head of each space to protect the building structure.

We appreciate your feedback again and look forward to presenting our project to the board at a hearing next month.

Regards,

Tracie J. Reed/Dextrous Creative, LLC (she/her)
Maine Licensed Architect. Licensed to Practice Architecture in MA, NCARB

Enclosures

CITY OF PORTLAND
Planning & Urban Development Department

MAJOR SITE PLAN GENERAL DOCUMENT AND DRAWINGS CHECKLIST Please submit each document as a separate PDF file. Please confirm by electronically checking the boxes in the left-hand column. ** PLEASE FILL OUT AND UPLOAD THE ZONING ASSESSMENT TABLE AND WAIVER TABLE SEPARATELY AS NOTED BELOW ** At the time of application submission, please contact the Department of Public Works regarding E-911 addressing for your project.		
GENERAL APPLICATION DOCUMENTS		
<u>Yes</u>	NA	Project Description Cover letter with detailed project description
<u>Yes</u>	NA	Completed Checklist (this document)
<u>Yes</u>	NA	Evidence of Right, Title, and Interest Deeds, leases, or purchase and sales agreements
Yes	<u>NA</u>	Evidence of State or Federal Approvals Permits or letters of non-jurisdiction, if applicable
<u>Yes</u>	NA	Zoning Assessment (see Zoning Assessment Table) Summary of compliance with use and dimensional standards of the land use code
<u>Yes</u>	NA	Site Plan Standards Assessment (see Section 14.6 of the land use code) Summary of project compliance with site plan standards of the land use code
<u>Yes</u>	NA	Summary of Existing and/or Proposed Easements or Covenants, applicable. Evidence of existing easements and any proposed easements, covenants, public or private rights-of-way
<u>Yes</u>	NA	Waiver Requests (see Waiver Table) Written request for waiver describing request and compliance with applicable waiver standards
<u>Yes</u>	NA	Financial Capability Letter or evidence from a financial institution or third party verifying financial capacity to undertake project
<u>Yes</u>	NA	Technical Capability Evidence of technical capability of applicant and consultants – resumes and/or examples of past projects

MAJOR SITE PLAN STANDARDS AND SUBMISSION CHECKLIST

Provide assessment of compliance with standards and include supplemental documentation, as applicable.
Please submit each document as a separate PDF file.

TRANSPORTATION	
Yes <u>NA</u>	Impact on Surrounding Street Systems (14-14.6.1(A)) Describe incremental volume of traffic impacts and mitigation measures. If needed
<u>Yes</u> NA See Drawings	Access and Circulation (14-14.6.1(B)) Identify and describe the following: - Site access and internal circulation, including ADA access - Drive-up features, if applicable - Loading and servicing needs, routes, and geometry, providing turning templates for delivery vehicles, if applicable - Sidewalks and condition along street frontages and internal walkways - Engineered details for ADA ramps and public sidewalks, meeting sidewalk material policy and construction requirements (Technical Manual, Section 1)
Yes <u>NA</u>	Public Transit (14-14.6.1(C)), if applicable Identify and describe the following: Existing available transit service and proposed transit improvements, including design details, such as easement, pad base, and shelter
<u>Yes</u> NA See Drawings	Off-Street Parking (14-14.6.1(D)), if applicable Identify and describe the following: - Proposed vehicular and bicycle parking supply (including ADA-compliant parking) in relation to applicable parking requirements in Article 19 of the land use code - Curb cut separation and parking layout (Technical Manual, Section 1) - Construction details for bicycle racks - Management plan for snow storage and removal
Yes <u>NA</u>	Transportation Demand Management (TDM) (14-14.6.1(E)), if applicable Provide TDM plan drafted in accordance with Technical Manual Section 1 requirements

ENVIRONMENTAL		
Yes	<u>NA</u>	Preservation of Significant Natural Features (14-14.6.2(A)), if applicable Identify and describe the following: • High and moderate value waterfowl and wading habitat • Aquifers (for Casco Bay Islands) • Waterbodies (including wetlands, watercourses, significant vernal pools and floodplains) • Proposed preservation areas and protection measures • Documentation from environmental compliance consultants and determinations from applicable state and federal agencies
<u>Yes</u>	NA	Landscape Preservation (14-14.6.2(B)) Identify and describe the following: • Measures to preserve trees, including within required zoning setbacks (Technical Manual, Section 4) • Measures to protect existing vegetation during construction
<u>Yes</u>	NA	Site Landscaping and Buffers (14-14.6.2(C)) Identify and describe the following: • Overall landscaping approach and consistency with standards • The use of screening and buffering of service areas and between non-residential and residential uses • Existing Heritage or Feature Trees on site and measures to preserve • Compliance with street tree requirements
<u>Yes</u>	NA	Water Quality, Stormwater Management, and Erosion Control (14-14.6.2(D)) Identify and describe the following: • Erosion and sedimentation control plan and measures • Evidence of compliance with Urban Impaired Stream Standards pursuant to DEP Chapter 500 stormwater law, as applicable • Subsurface sanitary sewage disposal and groundwater protection measures

PUBLIC INFRASTRUCTURE AND COMMUNITY SAFETY		
<u>Yes</u>	NA	Consistency with City Master Plans (14-14.6.3(A)) Describe proposed easements, rights and improvements to connect or continue off-premises public infrastructure, as applicable
<u>Yes</u>	NA	Public Safety and Fire Prevention (14-14.6.3(B)) Identify and describe the following: - Compliance with Crime Prevention through Environmental Design (CPTED) requirements (Technical Manual, Section 3) - Emergency vehicle access - Consistency with public safety standards (Technical Manual, Section 3)
<u>Yes</u>	NA	Availability and Adequacy of Public Utilities (14-14.6.3(C)) (Technical Manual, Sections 2 & 9) Identify and describe the following: - Electrical services, including providing underground services - Existing and proposed connections for public utilities and required public utility upgrades - Sewer line connections
SITE DESIGN		
Yes	<u>NA</u>	Massing, Ventilations and Wind Impact (14-14.6.4(A)) Identify and describe the following: - Wind and ventilation impacts on adjoining structures and/or adjacent public spaces, including wind study, if applicable - Bulk, location, or height impacts on adjoining structures
Yes	<u>NA</u>	Shadows (14-14.6.4(B)), if applicable Provide shadow analysis of impacts on publicly accessible open space (Technical Manual, Section 11)
<u>Yes</u>	NA	Snow and Ice Loading (14-14.6.4(C)) Describe building design measures to prevent snow and ice from loading or falling onto adjacent properties or public ways
Yes	<u>NA</u>	View Corridors (14-14.6.4(D)), if applicable Describe any protection of designated view corridors (Portland Design Manual, Appendix. 1)
Yes	<u>NA</u>	Historic Resources (14-14.6.4(E)), if applicable Identify and describe the following: - The site's status as a designated landmark, within a historic district or historic landscape district, or within 100 feet of any designated landmark, historic district, or historic landscape district - Compliance with standards for preservation and documentation of archaeological resources

<u>Yes</u>	NA	Exterior Lighting (14-14.6.4(F)) Describe how the proposed site lighting will adhere to photometrics requirements as it relates to light trespass and full cutoff fixture design, pursuant to Technical Manual Section 12
Yes	<u>NA</u>	Noise and Vibration (14-14.6.4(G)) Provide data on noise levels for HVAC and other mechanical equipment, such as design specifications, to demonstrate consistency with state and federal noise emissions requirements as well as City code
Yes	<u>NA</u>	Signage and Wayfinding (14-14.6.4(H)), if applicable - Provide signage plan showing the location, dimensions, height and setback of all existing and proposed signs - Provide drawings of all commercial and directional signage on site
<u>Yes</u>	NA	Zone-Related Design Standards (14-14.6.4(I)) Address any applicable design review standards by zone, including compliance with Design Manual

MAJOR SITE PLAN DRAWINGS CHECKLIST

Please upload the following DRAWINGS with the listed details into e-Plan as separate pdfs.

All drawings must be submitted in a 24 x 36 sheet size.

BOUNDARY SURVEY (stamped by a Maine Licensed Surveyor and drawn as per Technical Manual Sec. 13)

SITE PLAN(S) (stamped by a Maine Licensed Professional Engineer) including:

All sheets – Include a title block with project title and the following information:

- Project street address
- Name and address of property owner & applicant
- Licensed design professional, incl firm that produced plans
- North arrow
- Date of preparation and revision history block
- Tax parcel (chart, block, and lot) number

Existing Conditions Plan with the following:

- Existing structures, with distance from primary building façade(s) to the property line
- Approximate location of structures on abutting properties
- All streets and intersections adjacent to the site
- Existing driveways, pedestrian ways, and bicycle infrastructure, including dimensions and materials
- Existing public transit infrastructure
- Existing vehicle & bicycle parking areas
- Existing utilities on site and within adjacent rights-of-way
- Existing grades (two-foot contours preferred)
- Location of water courses, wetlands, and vegetation, or other significant natural features
- Existing soil conditions and location of test pits and borings
- Zoning boundary lines, including overlays
- Location of all existing easements and rights-of-way

Proposed Site Plan with the following:

- Proposed structures, including distance from primary building façade(s) to property lines
- Ground floor area, and finished floor elevations for all buildings
- Any proposed geometric modifications to streets and intersections adjacent to site
- Location, dimensions and materials of all proposed driveways, vehicle, bicycle, & pedestrian access ways with corresponding curb lines
- Engineered specifications/ cross-sections for proposed driveways, sidewalks & paved areas
- Location and dimensions of proposed loading areas, including turning templates
- Proposed transit infrastructure with dimensions/ engineering specifications
- Location of vehicle and bicycle parking with dimensions and engineering specifications
- Location of all snow storage areas
- Exterior lighting (please see Technical Manual Sec. 12 for photometrics requirements)
- Location of fire hydrants

• Location of solid waste management receptacles • Location of all proposed HVAC and mechanical equipment, including proposed screening, where applicable • Location of proposed easements and rights-of-way, including dimensions • Please utilize color-coding and/or hatches and shading to delineate changes between the pre and post development condition as needed
UTILITY PLAN including:
• Proposed electrical infrastructure • Location, sizing and directional flows of all proposed sewer and stormwater infrastructure • Location and dimensions of off-premises public or publicly accessible infrastructure adjacent to site • Electric utility infrastructure
GRADING AND DRAINAGE PLAN including:
• Proposed grades • Proposed stormwater management measures meeting Technical Manual (Section 5) standards • Any proposed alteration of a watercourse or wetlands • Any groundwater protection measures • Proposed buffers and preservation measures for wetlands or significant natural features
LANDSCAPE PLAN including:
• Existing vegetation to be preserved and preservation measures • Proposed landscaping, screening, and street trees, including caliper widths for trees • Planting schedule, including street trees
ARCHITECTURAL PLANS AND RENDERINGS including:
• Exterior building elevations, color renderings, illustrations of all sides • Axonometric and street-level views for structures greater than three stories in height • Provide context drawings, if applicable (Design Manual, page 1) • Floor plans
CONSTRUCTION MANAGEMENT PLAN including:
• Specifics on traffic control, sidewalk sheds, and pedestrian rerouting • Include a drawing and written narrative
OTHER
• Details and cross-sections, as necessary

C. Right, Title, Interest

See attached for the Warranty Deed for the project located at 392 St. John Street.



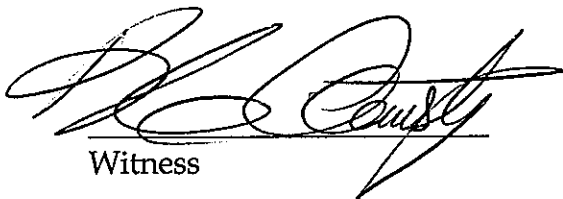
WARRANTY DEED

(Maine Statutory Short Form - 33 M.R.S.A. §§ 761 *et seq.*)

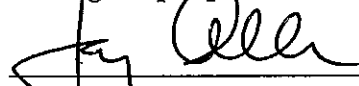
KNOW ALL PERSONS BY THESE PRESENTS, that Six Sigma Properties, LLC, a Maine limited liability company whose mailing address is 14 Higgins Lane-South Portland, Maine 04103, for valuable consideration received, hereby **GRANT** to **Bosco Holdings, LLC**, a Maine limited liability company whose mailing address is 27 Cypress Street-Portland, Maine 04103, with **WARRANTY COVENANTS** a certain lot or parcel of land, together with any buildings or improvements thereupon, situated in the City of Portland, County of Cumberland and State of Maine, and being more particularly described as follows:

See Exhibit A, attached hereto and incorporated herein.

Witness my hand and seal this 23rd day of December, 2020.


Witness

Six Sigma properties, LLC


By: Jay Allen
Its: Member

STATE OF MAINE
COUNTY OF CUMBERLAND, SS.

Then personally appeared this 23rd day of December, 2020, the above named Jay Allen, in his said capacity, and acknowledged the foregoing instrument to be his free act and deed.

Before me,


Notary Public/ Attorney at Law
Printed Name: _____
My Comm. Exp: _____

Kirk Armstrong
Notary Public
State of Maine
My Commission Expires 12/02/2025

EXHIBIT A

(392 St. John Street-Portland, Maine)

A certain lot or parcel of land, with the buildings thereon, situated in the City of Portland, County of Cumberland and State of Maine, bounded and described as follows:

Beginning on the westerly side of St. John Street at land now or formerly of A. Libby; thence running southerly by said street one hundred (100) feet to land now or formerly of E. Wing; thence running westerly by land of said Wing one hundred ten (110) feet to land formerly of Portland & Kennebec Railroad; thence running northerly by land of said Railroad on hundred (100) feet to land of said Libby; and thence running easterly by said Libby land one hundred ten (110) feet to the point of beginning.

Further reference may be made to a Warranty Deed from NicLar, LLC to Six Sigma Properties, LLC dated June 19, 2019 and recorded in Book 35728, Page 165 in the Cumberland County Registry of Deeds.

* * * * *

Reviewed and Approved JTA



A. Settlement Statement (HUD-1)

B. Type of Loan

1. ☐ FHA	2. ☐ RHS	3. ☒ Conv. Unins.	6. File Number: 20-1427	7. Loan Number:	8. Mortgage Insurance Case Number:
4. ☐ VA	5. ☐ Conv. Ins.				

C. Note: This form is furnished to give you a statement of actual settlement costs. Amounts paid to and by the settlement agent are shown. Items marked "(p.o.c.)" were paid outside the closing, they are shown here for informational purposes and are not included in the totals.

D. Name and Address of Borrower: Bosco Holdings, LLC 27 Cypress St Portland, ME 04103	E. Name and Address of Seller: Maine Exchange Services, LLC Qualified Intermediary For Six Sigma Properties, LLC	F. Name and Address of Lender: Gorham Savings Bank One India Street Portland, ME 04101
G. Property Location: 392 St John Street Portland, ME 04101 Cumberland County, Maine	H. Settlement Agent: Cornerstone Title and Settlement Company Inc 1438 Washington Avenue Portland, ME 04103 Place of Settlement: 1438 Washington Avenue Portland, ME 04103	I. Settlement Date: December 23, 2020 Disbursement Date: December 23, 2020

J. Summary of Borrower's transaction	K. Summary of Seller's transaction
100. Gross Amount Due from Borrower	400. Gross Amount Due to Seller:
101. Contract sales price 695,000.00	401. Contract sales price 695,000.00
102. Personal property	402. Personal property
103. Settlement Charges to Borrower (Line 1400) 7,179.50	403.
104.	404.
105.	405.
Adjustments for items paid by Seller in advance	Adjustments for items paid by Seller in advance
106. City/Town Taxes 12/24/20 to 12/31/20 126.48	406. City/Town Taxes 12/24/20 to 12/31/20 126.48
107. County Taxes to	407. County Taxes to
108. Stormwater 12/24/20 to 12/31/20 5.28	408. Stormwater 12/24/20 to 12/31/20 5.28
109.	409.
110.	410.
111.	411.
112.	412.
120. Gross Amount Due from Borrower 702,311.26	420. Gross Amount Due to Seller 695,131.76
200. Amounts Paid by or in Behalf of Borrower	500. Reductions in Amount Due Seller:
201. Deposit or earnest money 10,000.00	501. Excess deposit (see instructions)
202. Principal amount of new loan(s) 517,000.00	502. Settlement charges to Seller (Line 1400) 33,707.00
203. Existing loan(s) taken subject to	503. Existing loan(s) taken subject to
204.	504. Payoff First Mortgage to TD Bank/2541316-9001 324,102.80
205.	505. Payoff Second Mortgage
206.	506.
207.	507. (Deposit disb. as proceeds)
208.	508.
209.	509.
Adjustments for items unpaid by Seller	Adjustments for items unpaid by Seller
210. City/Town Taxes to	510. City/Town Taxes to
211. County Taxes to	511. County Taxes to
212. Stormwater to	512. Stormwater to
213.	513.
214.	514.
215.	515.
216. Line of Credit Funds 168,000.00	516.
217.	517. Stormwater Billing to City of Portland/705962 4.05
218.	518. Final Water/Sewer to Portland Water District/14215 190.37
219.	519.
220. Total Paid by/for Borrower 695,000.00	520. Total Reduction Amount Due Seller 358,004.22
300. Cash at Settlement from/to Borrower	600. Cash at settlement to/from Seller
301. Gross amount due from Borrower (line 120) 702,311.26	601. Gross amount due to Seller (line 420) 695,131.76
302. Less amount paid by/for Borrower (line 220) (695,000.00)	602. Less reductions due Seller (line 520) (358,004.22)
303. Cash ☒ From ☐ To Borrower 7,311.26	603. Cash ☒ To ☐ From Seller 337,127.54

* Paid outside of closing by borrower(s), seller(s), lender(s), or third party(ies)

The undersigned hereby acknowledge receipt of a completed copy of this statement & any attachments referred to herein

Borrower
Bosco Holdings, LLC
By: Alex P. Coupe
Its: Sole Member

Seller
Maine Exchange Services, LLC as Qualified Intermediary
for Six Sigma Properties, LLC
Six Sigma Properties, LLC

Seen and Agreed to by Six Sigma Properties, LLC
BY: Jay Allen
Its: Member

The Public Reporting Burden for this collection of information is estimated at 35 minutes per response for collecting, reviewing, and reporting the data. This agency may not collect this information, and you are not required to complete this form, unless it displays a current valid OMB control number. No confidentiality is assured. This disclosure is mandatory. This is designed to provide the parties to a RESPA-covered transaction with information during the settlement process.

L. Settlement Charges				Paid From Borrower's Funds at Settlement	Paid From Seller's Funds at Settlement
700. Total Real Estate Broker Fees		\$ 27,800.00			
Division of commission (line 700) as follows:					
701. \$ 13,900.00	to Harborview Properties				
702. \$ 13,900.00	to Harborview Properties				
703. Commission paid at settlement					27,800.00
704.					
705.					
800. Items Payable in Connection with Loan					
801. Our origination charge	\$	(from GFE #1)			
802. Your credit or charge (points) for the specific interest rate chosen	\$	(from GFE #2)			
803. Your adjusted origination charges to	Gorham Savings Bank	(from GFE #A)		0.00	
804. Appraisal fee	to	(from GFE #3)		915.00	
805. Credit Report	to	(from GFE #3)			
806. Tax service	to	(from GFE #3)			
807. Flood certification	to Gorham Savings Bank	(from GFE #3)		20.00	
808. Documentation Fee	to Gorham Savings Bank	(from GFE #3)		1,500.00	
809. EOR Fee	to Gorham Savings Bank	(from GFE #3)		100.00	
810. Wire Fee	to Gorham Savings Bank	(from GFE #3)		25.00	
811.		(from GFE #3)			
900. Items Required by Lender to Be Paid in Advance					
901. Daily interest charges from	12/23/20 to 01/01/21	\$ @ \$/day (from GFE #10)			
902. Mortgage insurance premium for	months to	(from GFE #3)			
903. Homeowner's insurance for	years to	(from GFE #11)			
904.		(from GFE #11)			
905.		(from GFE #11)			
1000. Reserves Deposited with Lender					
1001. Initial deposit for your escrow account		(from GFE #9)			
1002. Homeowner's insurance	months @ \$	per month \$			
1003. Mortgage insurance	months @ \$	per month \$			
1004. Property taxes		\$			
1005.		\$			
1006.	months @ \$	per month \$			
1007.	months @ \$	per month \$			
1008.		\$			
1009.		\$			
1100. Title Charges					
1101. Title services and lender's title insurance		(from GFE #4)		1,679.75	
1102. Settlement or closing fee	to Cornerstone Title and Settlement Company LLC	\$ 650.00			
1103. Owner's title insurance to Chicago Title Insurance Company		(from GFE #5)		1,280.25	
1104. Lender's title insurance to Chicago Title Insurance Company		\$ 1,029.75			
1105. Lender's title policy limit	\$	517,000.00			
1106. Owner's title policy limit	\$	695,000.00			
1107. Agent's portion of the total title insurance premium	to Cornerstone Title and Settlement Company Inc	\$ 1,617.00			
1108. Underwriter's portion of the total title insurance premium	to Chicago Title Insurance Company	\$ 693.00			
1109. Deed Preparation	to Cornerstone Title and Settlement Company LLC			200.00	
1110. Discharge Preparation (2)	to Cornerstone Title and Settlement Company LLC			200.00	
1111. Wire/Courier	to Cornerstone Title and Settlement Company LLC			25.00	
1112.		\$			
1113.		\$			
1200. Government Recording and Transfer Charges					
1201. Government recording charges	to Cumberland County Registry of Deeds	(from GFE #7)		92.00	
1202. Deed \$ 24.00	Mortgage \$ 36.00	Releases \$ 44.00	Other \$ 32.00		44.00
1203. Transfer taxes	to Cumberland County Registry of Deeds	(from GFE #8)		1,529.00	
1204. City/County tax/stamps	\$	\$			
1205. State tax/stamps	\$ 3,058.00	\$			1,529.00
1206. E-recording Fee	to Cumberland County Registry of Deeds			13.50	9.00
1207.					
1300. Additional Settlement Charges					
1301. Required services that you can shop for		(from GFE #6)			
1302. 1031 Exchange Services	to Maine Exchange Services, LLC	\$			1,000.00
1303. October RE Taxes	to City of Portland	\$			2,925.00
1304.		\$			
1305.		\$			
1400. Total Settlement Charges (enter on lines 103, Section J and 502, Section K)				7,179.50	33,707.00

* Paid outside of closing by borrower (B), seller (S), lender (L), or third party (T)

The undersigned hereby acknowledge receipt of a completed copy of this statement & any attachments referred to herein.

Borrower
Bosco Holdings, LLC
By Alex P. Coupe
Its: Sole Member

Seller
Maine Exchange Services, LLC as Qualified Intermediary
for Six Sigma Properties, LLC
Six Sigma Properties, LLC

Seen and Agreed to by Six Sigma Properties, LLC
BY Jay Allen
Its: Member



A. Settlement Statement (HUD-1)

B. Type of Loan

1 ☐ FHA	2 ☐ R/H	3 ☒ Conv. Unins	6 File Number: 20-1427	7. Loan Number:	8. Mortgage Insurance Case Number:
4 ☐ VA	5 ☐ Conv. Ins				

C. Note: This form is furnished to give you a statement of actual settlement costs. Amounts paid to and by the settlement agent are shown. Items marked "(p.o.c.)" were paid outside the closing, they are shown here for informational purposes and are not included in the totals.

D. Name and Address of Borrower: Busco Holdings, LLC 27 Cypress St Portland, ME 04103	E. Name and Address of Seller: Maine Exchange Services, LLC Qualified Intermediary For Six Sigma Properties, LLC	F. Name and Address of Lender: Gorham Savings Bank One India Street Portland, ME 04101
--	---	---

G. Property Location: 392 St John Street Portland, ME 04101 Cumberland County, Maine	H. Settlement Agent: Cornerstone Title and Settlement Company Inc. 1438 Washington Avenue Portland, ME 04103 Place of Settlement: 1438 Washington Avenue Portland, ME 04103	I. Settlement Date: December 23, 2020 Disbursement Date: December 23, 2020
---	---	---

J. Summary of Borrower's transaction	K. Summary of Seller's transaction
101 Gross Amount Due from Borrower	400 Gross Amount Due to Seller
101 Contract sales price 695,000.00	401 Contract sales price 695,000.00
102 Personal property	402 Personal property
103 Settlement Charges to Borrower (Line 1400) 7,179.50	403
104	404
105	405
Adjustments for items paid by Seller in advance	Adjustments for items paid by Seller in advance
106 City/Town Taxes 12/24/20 to 12/31/20 126.48	406 City/Town Taxes 12/24/20 to 12/31/20 126.48
107 County Taxes to	407 County Taxes to
108 Stormwater 12/24/20 to 12/31/20 5.28	408 Stormwater 12/24/20 to 12/31/20 5.28
109	409
110	410
111	411
112	412
120. Gross Amount Due from Borrower 702,311.76	420. Gross Amount Due to Seller 695,131.76
200. Amounts Paid by or in Behalf of Borrower	500. Reductions in Amount Due Seller:
201. Deposit or earnest money 10,000.00	501 Excess deposit (see instructions)
202. Principal amount of new loan(s) 517,000.00	502 Settlement charges to Seller (Line 1400) 33,707.00
203. Existing loan(s) taken subject to	503. Existing loan(s) taken subject to
204.	504 Payoff First Mortgage to TD Bank/2541316 9001 324,102.80
205.	505 Payoff Second Mortgage
206.	506
207.	507 (Deposit disb. as proceeds)
208.	508
209.	509
Adjustments for items unpaid by Seller	Adjustments for items unpaid by Seller
210 City/Town Taxes to	510 City/Town Taxes to
211. County Taxes to	511. County Taxes to
212. Stormwater to	512. Stormwater to
213.	513.
214.	514.
215.	515.
216. Line of Credit Funds 160,000.00	516
217.	517. Stormwater Billing to City of Portland/705962 4.05
218.	518. Final Water/Sewer to Portland Water District/14215 190.37
219.	519
220. Total Paid by/for Borrower 695,000.00	520. Total Reduction Amount Due Seller 358,004.22
300. Cash at Settlement from/fo Borrower	600. Cash at settlement to/from Seller
301. Gross amount due from Borrower (line 120) 702,311.76	601. Gross amount due to Seller (line 420) 695,131.76
302. Less amount paid by/for Borrower (line 220) (695,000.00)	602. Less reductions due Seller (line 520) (358,004.22)
303. Cash ☒ From ☐ To Borrower 7,311.76	603. Cash ☒ To ☐ From Seller 337,127.54

* Paid outside of closing by borrower(s), seller(s), lender(s), or third party(ies).
The undersigned hereby acknowledge receipt of a completed copy of this statement & any attachments referred to herein.

Borrower: Busco Holdings, LLC
By: Alex P. Coupe
Its: Sole Member

Seller: Maine Exchange Services, LLC as Qualified Intermediary for Six Sigma Properties, LLC
Six Sigma Properties, LLC
Secured and agreed to by Six Sigma Properties, LLC
BY: Jay Allen
Its: Member

The Public Reporting Burden for this collection of information is estimated at 35 minutes per response for collecting, reviewing, and reporting the data. This agency may not collect this information, and you are not required to complete this form, unless it displays a currently valid OMB control number. No confidentiality or other disclosure is mandatory. This is designed to provide the public with a (BES) (Agency) transaction with information during the settlement process.

L. Settlement Charges											
700. Total Real Estate Broker Fees										\$ 27,800.00	
Division of commission (line 700) as follows:											
701. \$ 13,900.00 to Harborview Properties										Paid From Donor's Funds at Settlement	
702. \$ 13,900.00 to Harborview Properties										Paid From Seller's Funds at Settlement	
703. Commission paid at settlement											
704										27,800.00	
705											
800. Items Payable in Connection with Loan											
801. Our origination charge										\$ (from GFE #1)	
802. Your credit or charge (points) for the specific interest rate chosen										\$ (from GFE #2)	
803. Your adjusted origination charges to Gorham Savings Bank										(from GFE #A)	
804. Appraisal fee to										(from GFE #3)	
805. Credit Report to										(from GFE #3)	
806. Tax service to										(from GFE #3)	
807. Flood certification to Gorham Savings Bank										(from GFE #3)	
808. Documentation Fee to Gorham Savings Bank										(from GFE #3)	
809. EOR Fee to Gorham Savings Bank										(from GFE #3)	
810. Wire Fee to Gorham Savings Bank										(from GFE #3)	
811.										(from GFE #3)	
900. Items Required by Lender to Be Paid in Advance											
901. Daily interest charges from 12/23/20 to 01/01/21										9 @ \$/day (from GFE #10)	
902. Mortgage insurance premium for months to										(from GFE #3)	
903. Homeowner's insurance for years to										(from GFE #11)	
904.										(from GFE #11)	
905.										(from GFE #11)	
1000. Reserves Deposited with Lender											
1001. Initial deposit for your escrow account										(from GFE #9)	
1002. Homeowner's insurance months @ \$ per month \$											
1003. Mortgage insurance months @ \$ per month \$											
1004. Property taxes \$											
1005.										\$	
1006.										months @ \$ per month \$	
1007.										months @ \$ per month \$	
1008.										\$	
1009.										\$	
1100. Title Charges											
1101. Title services and lender's title insurance										(from GFE #4)	
1102. Settlement or closing fee to Cornerstone Title and Settlement Company \$										600.00	
1103. Owner's title insurance to Chicago Title Insurance Company										(from GFE #5)	
1104. Lender's title insurance to Chicago Title Insurance Company										\$ 1,029.75	
1105. Lender's title policy limit \$										517,000.00	
1106. Owner's title policy limit \$										695,000.00	
1107. Agent's portion of the total title insurance premium to Cornerstone Title and Settlement Company Inc \$										1,617.00	
1108. Underwriter's portion of the total title insurance premium to Chicago Title Insurance Company										\$ 693.00	
1109. Dead Preparation to Cornerstone Title and Settlement Company LLC											
1110. Discharge Preparation (2) to Cornerstone Title and Settlement Company LLC											
1111. Wire/Courier to Cornerstone Title and Settlement Company LLC										25.00	
1112.										\$	
1113.										\$	
1200. Government Recording and Transfer Charges											
1201. Government recording charges to Cumberland County Registry of Deeds (from GFE #7)										92.00	
1202. Deed \$ 24.00 Mortgage \$ 36.00 Releases \$ 44.00 Other \$ 32.00											
1203. Transfer taxes to Cumberland County Registry of Deeds (from GFE #8)										1,529.00	
1204. City/County tax/stamps \$										\$	
1205. State tax/stamps \$ 3,058.00										\$	
1206. F-recording Fee to Cumberland County Registry of Deeds										13.50	
1207.										9.00	
1300. Additional Settlement Charges											
1301. Required services that you can shop for (from GFE #6)											
1302. 1031 Exchange Services to Maine Exchange Services, LLC										\$	
1303. October RE Taxes to City of Portland										\$	
1304.										\$	
1305.										\$	
1400. Total Settlement Charges (enter on lines 103, Section J and 502, Section K)										7,179.50	
										33,707.00	

* Paid outside of closing by borrower (B), seller (S), lender (L) or third party (T)

The undersigned hereby acknowledge receipt of a completed copy of this statement & any attachments referred to herein.

Borrower Bosco Holdings, LLC

By Alex P. Coupe
Its: Sole Member

Seller

Carl L. L...
Maine Exchange Services, LLC as Qualified Intermediary
for Six Sigma Properties, LLC
Six Sigma Properties, LLC
Seen and Agreed to by Six Sigma Properties, LLC
By Jay Allen
Its: Member

Section D

Zoning Assessment



ZONING ANALYSIS

Relevant Zone: R-6

392 St. John Street:

	Required	Existing	Proposed
Lot Size	2,000 sf	11,000 sf	3,634 sf
Area Per Dwelling Unit	3,634 sf/725 sf= 5 units	4 units	-
Minimum Street Frontage	20'	100'	35.09'
Minimum Lot width	20'	100'	35.09'
Front Setback Minimum	5'	3.91'	3.66'
Rear Setback	10'	24.29'	18.44'
Side Setback	5'	-.04'	-.04'
Maximum Lot Coverage	60%	16.5%	50%
Maximum Height	45'	< 45'	< 45'
Minimum Landscaped Open Space Ratio	20%	61.4%	24.4%
Maximum Impervious Ratio	80%	38.6%	75.6%
Maximum Lot Coverage Ratio	60%	16.5%	49.9%
Off Street Parking Spaces	1 space/ dwelling unit, after 3 units= 1	-	2

386 St. John Street:

	Required	Proposed
Lot Size	2,000 sf	7,366 sf
Area Per Dwelling Unit	7,366 sf / 725 sf = 10 units	9 units
Minimum Street Frontage	20'	64.91'
Minimum Lot width	20'	64.91'
Front Setback Minimum	4.28 ft (avg. abutters setback)	5.84
Rear Setback	10'	11.16'
Side Setback	5'	5.12'
Maximum Height	45'	33.62'
Minimum Landscaped Open Space Ratio	20%	20.1%
Maximum Impervious Area	80%	79.9%
Maximum Lot Coverage Ratio	60%	56.1%
Off Street Parking Spaces	1 space / dwelling unit after 3 units & subtract 1 space per workforce unit + 1 space / 400 sf of floor area = 7 spaces	8
Bicycle Parking	(2 spaces / 5 units)	4

E. Summary of Written Easements

Existing

The Plan of Property from Stephan J. Martin does not depict any existing easements.

Proposed

As part of this project, a reciprocal mutual easement agreement will be developed and incorporated into the subdivision plat. This document will allowed shared use of infrastructure for access, utilities, drainage while addressing the expectations for property management.



F. Waivers

See the table below regarding the waivers associated with the proposed project located at 392 St. John Street.



Standard to be Waived: Cite Ordinance or Technical Manual Standard	Cite Standard Language: Cite specific language of applicable Ordinance or Technical Manual Standard	Waiver Being Sought: Describe waiver being sought. Ex. – We are requesting a two-way parking lot drive aisle width of 20' feet.	Justification for Waiver: Address specific waiver criteria, if applicable, and document reasons for the waiver request.
Technical Manual 1.7.2.3 Driveway Width	Any site with driveway access to a street shall have a minimum width of 20 feet for two-way ingress and egress	We are requesting a driveway apron to 18'	Due to the existing conditions and low turnover of residential uses, the driveway is anticipated to be functional serving the proposed 10 parking spaces.
Technical Manual 1.14 Parking Lot and Parking Space Design / Figure I-27	Requires that drive aisle width for right-angle parking be 24' wide.	We are requesting a drive aisle of 22'	Due to the existing conditions and low turnover of residential uses, the driveway is anticipated to be functional serving the proposed 10 parking spaces.

G. Financial Capacity

A letter from the Applicant's bank confirming financial capacity is attached to this section.





June 23, 2021

RE: 392 St John Street, Portland

To Whom It May Concern,

Alexander Coupe and his assigns has an established paid as agreed history with Gorham Savings Bank. The Bank financed the purchase of the multi-unit located at 392 St John Street, Portland on 12/23/2020.

The Bank is aware of Mr. Coupe's intent to construct a 10-unit building adjacent to the existing structure on this property. Based on the information provided to the Bank, Mr. Coupe has the financial capacity to develop this project. Final approval will be subject to complete underwriting, commercial appraisal, and environmental due diligence.

If you have any further questions, I can be reached at (207) 221-8454.

Sincerely,

A handwritten signature in black ink that reads "Katie Bellerose".

Katie Bellerose
Assistant Vice President
Gorham Savings Bank

H. Technical Capacity

Acorn Engineering, Inc. and Dextrous Creative have successfully permitted and provided civil/site engineering for over 20 Major Site Plan projects in Portland over the past 5 years. Some examples include:

- Cassidy Point
- 128 North Street
- Munjoy Heights
- 70 Anderson St.
- 89 Anderson St. – East Bayside Lofts
- 667 Congress St – The Hiawatha
- 52 & 82 Hanover Street



I. Conformity with Land Use Ordinance

The following outline is made in accordance with the City of Portland Code of Ordinances, Chapter 14 Land Use.

OVERVIEW

The proposed development includes the construction of a 9-unit residential multi-family building with first floor business space as well as the maintenance of an existing 4-unit building. The developments have been designed to conform to City standards where possible as well as improve upon existing non-conformities. This project conforms with the majority of the applicable standards of Portland's Land Use Ordinance Section 14 as demonstrated in the following narrative.

(a) Transportation Standards

1. Impact on Surrounding Street Systems:

- a. The proposed development for 392 St. John Street will not create or aggravate any significant hazard on the surrounding street network due to the low turnover of the proposed land use.
- b. St. John Street is classified as a minor arterial and currently supports a moderate traffic volume. A negligible traffic increase along St. John Street is expected for this project.

2. Access and Circulation:

a. Site Access and Circulation:

- (i) The proposed development provides safe and reasonable access and internal circulation for all users of the site and complies with Section 1 of the Portland Technical Manual. The site is proposed to be accessed through a 16' driveway apron that flares into a 21' drive aisle.
- (ii) The development provides continuous internal walkways between the public sidewalk and building entrance.
- (iii) The proposed driveway will be in the same location as the existing driveway. Turning movements and traffic flows will not be conflicted.
- (iv) The site does not feature drive up services as mentioned, therefore stacking capacity is not applicable.

b. Loading and Servicing:

- (i) The development is not served by delivery or other service, therefore requirement not applicable.

c. Sidewalks:

- (i) The current brick sidewalk exists along edge of property connecting to St. John Street which is lined with an esplanade and granite curb. A proposed walkway from the entrance is to connect the sidewalk network to the site. The development shall be in accordance with Section 1 of the Technical Manual.
- (ii) The existing sidewalks proposed to be rebuilt will be rebuilt in conformance with Chapter



25 of the City standards as well as with Section 1 of the Technical Manual.

(iii) Waiver regarding sidewalk installation requirements is not applicable.

(iv) Waiver regarding sidewalk installation requirements is not applicable.

3. Public Transit Access:

- a. The residential development does not consist of 20 or more dwelling units, therefore no transit shelter is necessary.
- b. Transit facility connection is not applicable.
- c. Waiver is not applicable.

4. Parking:

a. Vehicular parking:

- (i) The city requirements for off street parking state in the zone-based exceptions that no off street parking is required for the first 3 dwelling units. There after a minimum of 1 space per dwelling unit is required, in accordance with Table 19-A of the City Code. The proposed 10-unit development project will provide 8 parking spaces and the existing 4-unit building will provide 2 parking spaces to meet the City requirements.
- (ii) Transportation demand management strategies employed where a parking study is required, a parking study is not necessary for this project, therefore a transportation demand management plan and strategies are not necessary.
- (iii) The project proposes 10 total parking spaces to support the proposed development, therefore a parking study is not necessary.
- (iv) Parking spaces and aisles meet applicable dimensional standards as outlined in Section 1 of the Technical Manual.

b. Bicycle Parking

- (i) Shall meet parking requirements in Technical Manual and in accordance with Article 19 of the city code. The code states that 2 bicycle parking spaces are needed per 5 dwelling units. The proposed development is to produce 9 dwelling units and a first floor office space providing 4 bicycle parking spaces.
- (ii) The proposed development meets the required spaces per dwelling unit, therefore a waiver to reduce the amount of spaces provided is not necessary.

c. Snow storage:

- (i) The development provides a location for snow storage on site.
- (ii) Storage is not to encroach on areas to meet min parking requirements or on pedestrian walkways.

d. Electric Vehicle (EV) charging

- (i) Section 1 of the Technical Manual states for parking lots of 5 or more spaces energized electrical outlets shall include energized electrical outlets or installed chargers capable of



providing level 2 electric vehicle charging or higher to 20% of parking spaces. Remaining spaces must be served by sufficient conduit, wiring, and electrical service to allow for future installation of electric vehicle supply equipment.

(b) Environmental Quality Standards

1. Preservation of Significant Natural Features:

- a. The proposed development does not impede on any significant natural features. The proposed location is not within a habitat where endangered species nest or feed, identified by Maine's endangered wildlife habitat source. The location does not house any existing trees or plants as identified on the Official List of Endangered and Threatened plants in Maine. The location does not include any significant water bodies, wetlands, or aquifers and is in accordance with the City Code.
- b. The proposed site is not a part of a larger existing habitat block; therefore, extra preservation precautions are not necessary.
- c. The proposed site does not impede on any significant natural features; therefore, extra preservation precautions are not necessary, granting this waiver not applicable.

2. Landscaping Preservation:

- a. The disturbance of trees and vegetation will be limited as much as possible.
- b. The site plan includes adequate measures to protect vegetation in accordance with the City Code Chapter 14 and the Technical Manual Section 4. These requirements state that per every tree removed greater than 10" in diameter requires one replacement tree. There are no existing trees onsite greater than 10" in diameter therefore replacement trees are not necessary.
- c. The Technical Manual Section 4 states that developments shall preserve a minimum of 30% of existing trees 10" diameter or greater. Given there are no trees on-site that are greater than 10" preservation of at least 30% of trees is not necessary.
- d. Waiver option to contribute to City of Portland Tree Fund is not requested.
- e. Contribution to tree fund may not be applicable.
- f. Site Landscaping and Buffers

(i) Landscaping:

- a. The 392 St. John Street parcel has a site frontage of 100 feet. The proposed development intends to split the parcel into two conforming lots providing a frontage of 65 feet for the proposed 10- unit development, with the renovated development providing 35 feet of frontage. The City of Portland requires a minimum of 1 shaded tree or six plantings per 30 linear feet. The proposed project anticipates planting additional street trees in the existing esplanade to meet the street tree requirement. In the event of removal for construction, they shall be replaced to meet the specifications in Chapter 14 of the City Code as well as meet Section 4 of the Technical Manual.

(ii) Buffers:

- a. Any loading and servicing areas, trash and recycling areas, storage areas, and roof- and ground-mounted utility structures, except for renewable energy systems, will be screened from view from public sidewalks, streets and adjacent properties.



- b. Code not applicable for residential development.
- c. The residential development shall provide and/or preserve evergreen vegetated buffers where necessary to buffer the development from detrimental impacts of existing surrounding development.

(iii) Parking and vehicle display lot landscaping:

- a. The development proposes covered parking for the 8 spaces and 2 space surface parking for the renovated building, therefore the requirements for additional planting are not applicable.
- b. The project will not exceed 40 parking spaces onsite, therefore a landscaped island is not necessary.
- c. The parking lot landscaping requirements conform with the City Land Use Code; therefore, a contribution to the City of Portland Tree Fund is not necessary.

(iv) Street Trees

- a. Section 4 of the Technical Manual required residential developments to provide a minimum of one tree per unit, planted in the City right of way and spaced 30 to 45 ft on center. There are currently 3 existing street trees which are proposed to remain. The in-lieu fee would be applied for the remaining non-planted trees given the limited frontage.
- b. Not applicable.

3. Water Quality, Stormwater Management and Erosion Control:

- a. All development shall be designed to minimize total area of impervious surface on the site and both the volume and rate of runoff from the lot.
 - (i) The site drainage will not be directed to flow or pond onto adjacent lots. The drainage patterns will be altered to intercept the roof runoff as well as the driveway runoff, with the addition of stormwater best management practices to attenuate the flows.
 - (ii) The development implements a design to direct stormwater off the property into an existing combined sewer system on St. John Street. This design will mitigate runoff to adjacent properties.
 - (iii) The development connects the proposed drainage systems to the existing combined sewer system on St. John Street. The proposed developments increased stormwater volume and drainage rate is not anticipated to create downstream problems or to exceed the capacity of the stormwater system.
- b. A site-specific Stormwater Management Plan has been developed for the project to show compliance with Section 5 of the Technical Manual, including the basic standards of MEDEP Chapter 500. Please refer to sections J and K, the Stormwater Management and Erosion & Sedimentation Control Reports, respectively, for more information.
- c. The development is not anticipated to pose a contamination risk to groundwater during or after construction. The project will be serviced by a public wastewater system.



(c) Public Infrastructure and Community Safety Standards

1. Consistency with City Master Plans:
 - a. The project has been designed to be consistent with the City's Zoning Ordinance and off-site infrastructure.
 - b. The site does not connect to any off-premise public infrastructure, therefore section not applicable.
2. Public Safety and Fire Prevention:
 - (i) The site has been designed to promote safe and inviting public access to reduce the potential for crime.
 - (ii) The development provides adequate emergency vehicle access in compliance with the Public Safety Standards of the Technical Manual.
3. Public Utilities:
 - a. Public utilities in the vicinity of the site have capacity to serve the project. Ability to Serve letters have been sent to the respective companies. Responses are forthcoming.
 - b. Proposed electrical service connections will be wired underground.
 - c. The new sewer and stormwater infrastructure will meet the provisions of the Technical Manual.
 - d. The project will be served by a connection to the public sewer system within St. John Street.
 - e. A space allocated for solid waste. The solid waste containers will be fully enclosed and screened from the public view.

(d) Site Design Standards

1. Massing, Ventilation and Wind Impact:
 - a. Please refer to Section O, Architectural Design Narrative.
 - b. Please refer to Section O, Architectural Design Narrative.
 - c. Please refer to Section O, Architectural Design Narrative.
2. Shadows:
 - a. Not applicable.
3. Snow and Ice Loading:
 - a. The structure will not distribute snow and ice onto adjacent properties.

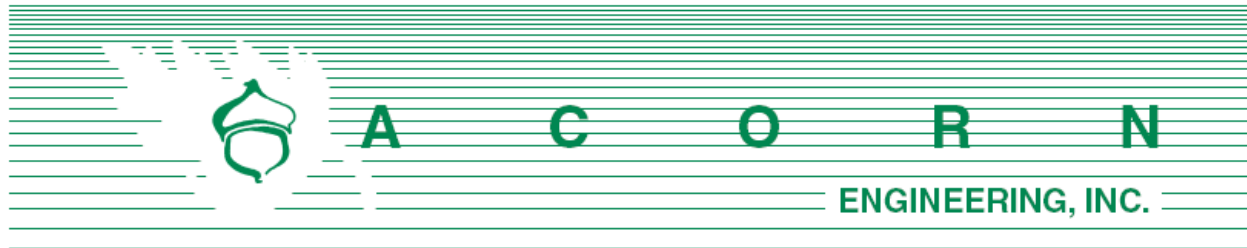


4. View Corridors:
 - a. Please refer to Section O, Architectural Design Narrative.
5. Historic Resources:
 - a. The development is not located in a historic district, historic landscape district or City designated landmark.
 - b. The development is not located adjacent to designated landmarks, historic district, or historic landscape district.
 - c. There are no known archaeological resources on the site.
6. Exterior Lighting:
 - a. Site Lighting.
 - (i) Exterior lighting will be designed to meet the requirements of Section 12 of the Technical Manual.
 - (ii) Where a light is proposed with potential to adversely impact adjacent residential properties, exterior lighting shall employ house-side shielding.
 - b. Architectural and Specialty Lighting.
 - (i) No architectural or specialty lighting is proposed.
 - (ii) No up-lighting is proposed.
 - c. Street Lighting.
 - (i) No new streetlights are proposed.
7. Noise and Vibration:
 - a. The HVAC system will meet the applicable state and federal emissions requirements and will also be screened and directed away from abutters.
8. Signage and Wayfinding:
 - a. All street and wayfinding signage shall meet the requirements of the Manual on Uniform Traffic Devices (MUTCD) and Division 22 of the City Code.
 - (i) The project is not located in a historic district or subject to Article IX.
 - (ii) Signage will complement the subject building and its immediate context.
 - (iii) All street and wayfinding signage shall meet the requirements of the Manual on Uniform Traffic Devices (MUTCD) and Division 22 of the City Code.
9. Zoning Related Design Standards:



- a. The project has been designed to meet the standards set forth in the Residential Zoning district R-6. The developments architectural form, landscaping, roof, open space, massing, and height shall respect and be integrated into the residential development. Please refer to the Site Plan for more information on the Space & Bulk Standards.





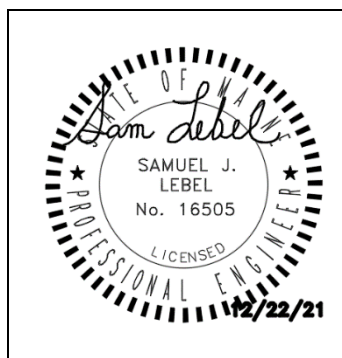
J. STORMWATER MANAGEMENT **REPORT**

Prepared For:

**Alex Coupe
392 St. John Street
Portland, Maine 04101**

Prepared By:

**Acorn Engineering, Inc.-
65 Hanover Street
Portland, Maine 04101**



**July 2021
Rev. December 2021**

INTRODUCTION

Acorn Engineering, Inc. has been retained by Alex Coupe, to provide civil engineering services for the proposed development at 392 St. John Street, Portland, Maine. The property consists of approximately .25 acres of land located in the R-6 residential zoning district.

A stormwater analysis was prepared to demonstrate that the project will meet the requirements set forth by Maine DEP Chapter 500 Basic and General Standards and the following requirements from the City of Portland (the City):

- City of Portland Land Use Ordinance Article 14.6.2.D.
- City of Portland Technical Manual – Section 5 – Portland Stormwater Management Standards and Maine DEP Chapter 500 Stormwater Management.

EXISTING CONDITIONS

The site is located on St. John Street. A boundary and Topographic Survey plan has been prepared by Stephen J. Martin, dated December 30th, 2020.

The current lot use has an existing 4-unit residential building, with grades ranging from 3 to 20 percent across the site, draining toward the south and east corner of the lot.

PROPOSED DEVELOPMENT

The proposed development includes the construction of a three-story nine-unit structure with first floor business space and maintenance of an existing 4-unit building on site as a result of the proposed development. The project proposes to divide the existing property line into two separate conforming parcels with a shared driveway and utility corridor. There will be eight covered parking spaces and interior bike storage accessed by expanding an existing curb cut on St. John Street.

Through a series of roof drains, gutters, and a downspout, the entirety of the roof is proposed to be routed to a proprietary high-flow media rain garden at the southerly corner of the site. The design is based off a Focal Point system manufactured by ACF Environmental. The footprint of the filter media is 24 square feet and has an infiltration rate of 100 inches per hour. Below the media, 52 maintenance modules will sit above crushed stone to provide storage of the filtered water before being collected by the underdrain and piped to the street. Above the media, the garden will allow for 11 inches of ponding before overflowing into an overflow beehive grate which bypasses the filter media. The runoff generated by the driveway will be routed to catch basins and storm drain lateral directed to the sewer main. The development will be served by the Portland Water District, underground power/cable/communications, natural gas and the municipal sewer system. The project anticipates incorporating Maine DEP approved stormwater Best Management Practices (BMP) to meet the General and Flooding Standards.

GENERAL STANDARDS – WATER QUALITY



The development shall provide water quality treatment for no less than 95% of the new impervious area and 80% of the new developed area. The project includes the redevelopment of existing impervious area including a paved driveway and gravel parking. Water quality treatment shall be provided through the use of a proprietary high-flow filter media rain garden. The proposed system is a Focal Point rain garden with maintenance modules. This system is manufactured by ACF Environmental. There is flexibility within the plans for an approved equal to be used granted it provides the same water quality and quantity benefits.

The system was sized to meet or exceed the requirements set forth within the MDEP Volume III: BMPs Technical Design Manual Section 7. Filtration BMPs have been shown to be very effective at removing a wide range of pollutants from stormwater runoff. Stormwater runoff from the entire roof will be collected by roof drains and gutters before being piped to the rain garden. A downspout will outlet onto a splash stone before entering the BMP.

The treatment of the impervious surface is as follows:

Table 1 - Impervious Treatment Area Table				
Existing Impervious Area (SF)	Proposed Total Impervious Area (SF)	Net Change in Impervious Area (SF)	Proposed Impervious Area with Treatment (SF)	% Overall New Impervious Area Treated
4,247	8,584	4,337	4,133	95.3%

As shown above, the project anticipates meeting and exceeding the required treatment for new impervious surfaces and developed area.

Furthermore, the minimum 80% treatment of new developed area is exceeded as ample stormwater treatment is being provided while the proposed development footprint is negligibly larger than the existing development footprint.

Regarding the water quality volume, this requirement is met by sizing the system to store 1 inch of runoff from the impervious tributary area and 0.4 inches of runoff from the landscaped tributary area.

Table 2 – Water Quality Volume			
Tributary Impervious Area (SF)	Tributary Pervious Area (SF)	Water Quality Volume Required (CF)	System Storage Volume Provided (CF)
4,133	452	359	367

Furthermore, the system is able to pass a 0.95” rainfall without overflowing into the beehive bypass drain as required by Chapter 7 Appendix B.



FLOODING STANDARD – WATER QUANTITY

The proposed project was modeled using HydroCAD to verify that the post-development conditions do not exceed the pre-development conditions. A 24-hour SCS Type III storm distribution for the 2, 10, and 25-year storm events were used. The corresponding rainfall amounts for these storms are 3.1”, 4.60”, and 5.80” respectively.

Due to the numerous variables, and inherent inaccuracies with the modeling program used to calculate stormwater runoff it is custom at Acorn Engineering, Inc. to round to the nearest whole number. However due to the small size of the project and the minimal existing flows, the stormwater runoff shall be rounded to the nearest tenth of a cubic feet per second (cfs).

Time of Concentration (T_c)

Time of concentration values were derived by calculating a combined T_c from the flow segments within subcatchment 2 in the pre-condition. Associated with these flow segments is the classification of stormwater flow and the corresponding surface. Refer to the attached HydroCAD calculations for a break-down of the T_c calculations.

Given the urban environment and the short flow paths for the rest of the subcatchments, a minimum T_c of 6 minutes was used.

Curve Number

The stormwater calculations used the following Curve Number (CN) values in the pre- and post- development conditions as follows:

Pre-Development

- Pavement, Roofs – CN 98
- 50-75% Grass Cover – Fair, HSG A – CN 49
- Wood/grass comb – Fair, HSG A – CN 43

Post-Development

- Pavement, Roofs – CN 98
- 50-75% Grass Cover – Fair, HSG A – CN 49
- Brush – Good, HSG A – CN 30

Pre-development Calculations

The pre-development model was broken into two separate subcatchments.

- Subcatchment 1 – This tributary includes the street side section of the property on St. John Street. This area includes a portion of the existing paved driveway, a portion of the gravel parking area, a portion of the abutting properties roof and green space,



along with the existing structure located on St. John Street. This subcatchment drains toward St. John Street.

- Subcatchment 2 – This tributary includes the rear section of the site. This area includes a portion of the existing paved driveway, and a portion of the gravel parking area, a portion of the abutting properties roof and green space, along with the existing structure located on St. John Street. This subcatchment drains toward the southern corner of the lot.

A pre-development watershed map developed for this project can be viewed in Attachment A and a copy of the HydroCAD calculations is included within Attachment C, of this report.

Peak flow rates for the storm events are as follows:

Table 3 – Pre-Development Peak Stormwater Flows			
Drainage Area	2 – Year Storm Event (cfs)	10 – Year Storm Event (cfs)	25 – Year Storm Event (cfs)
Total Runoff	0.20	0.51	0.79

Post-development Calculations:

The post-development model was broken into two separate subcatchments.

- Subcatchment 1.1 – This tributary includes the entirety of the roof, and a small amount of green space all flowing to the high-flow rain garden. The rain garden would include a 1.7" orifice on the outlet.
- Subcatchment 1 – This tributary includes the driveway with two catch basins, green space flowing to field inlets, and a portion of the abutting property's runoff including roof and landscape area.

A post-development Watershed Map developed for this project can be viewed in Attachment B and a copy of the HydroCAD calculations is included within Attachment C, of this report.

The post-development calculations include changes to the land use, and the compensation provided by the stormwater BMP. The following table represents comparison of pre-development and post-development condition peak runoff rates for the proposed development and tributary area.

Table 4 – Comparison of Peak Flows						
Drainage Area	2 – Year Storm Event (cfs)		10 – Year Storm Event (cfs)		25 – Year Storm Event (cfs)	
	Pre	Post	Pre	Post	Pre	Post
Total Runoff	.2	.3	.5	.6	.8	.8

As shown in Table 4, the net impact of the post development peak flows will result in a minimal increase from the predevelopment levels and when rounded to the nearest cubic foot per second, shows no change. The pre-development flows are low due to most of the



site containing pervious area that is conservatively classified as type “A” soils. It is likely that the soil onsite is urban fill with drainage properties lesser than the USDA soil map classification of “A”. The Medium Intensity Web Soil Survey shows the existing site containing 100% type A soils can be viewed in Attachment D of this report. A copy of the HydroCAD calculations is included within Attachment C of this report.

SOILS

Onsite soil information includes the following:

- Soil Conservation Service Medium Intensity Soil Survey for Cumberland County

Given the soils information, listed above, no onsite wastewater is proposed; the applicant does not intend to perform a more intense hydric soil boundary delineation because the waiver requirements set forth in the City of Portland Technical Manual – Section 7 – Soil Survey, Rev. 6/17/11 are met.

The area within and surrounding the project includes soil types listed in the table below. The susceptibility of soils to erosion is indicated on a relative “K” scale of values over a range of 0.02 to 0.69. Higher “K” values indicate more erodible soils.

Table 5 - “K” Value		
Soils Type	Subsurface	Substratum
Hinkley loamy sand	.17	.17

The soil “K” value for the soil, listed above, shows a low to medium susceptibility to erosion. The site’s susceptibility to erosion is sourced from the Soil Conservation Service Medium Intensity Soil Survey for Cumberland County. Although the soil “K” value shows a low to medium susceptibility to erosion, implementation of the proposed Erosion & Sedimentation Measures by the contractor will be of the utmost importance given the sustained slope throughout the site.

CONCLUSION

The proposed development was designed to meet the requirements implemented by the MDEP under the Stormwater Management Statute (38 M.R.S.A. § 420-D) as well as the City of Portland Technical Manual – Section 5 – Portland Stormwater Management Standards. The proposed project as designed is not anticipated to cause flooding or erosion problems within the subject site, abutters’ sites, nor within the right-of-way. Overall, the project will provide an improvement to stormwater runoff and overall management from several perspective as outlined above.

ATTACHMENTS

Attachment A: Pre-Development Watershed Map



Attachment B: Post-Development Watershed Map
Attachment C: HydroCAD Calculations



1. REFER TO STORMWATER REPORT AND SHEET C-30 FOR MORE INFORMATION.



GIVEN THE URBAN ENVIRONMENT AND THE SHORT FLOW PATHS FOR SUBCATCHMENT 1 & SUBCATCHMENT 2, A MINIMUM TC OF 6 MINUTES WAS USED FOR STORMWATER CALCULATIONS. REFER TO THE STORMWATER REPORT FOR MORE INFORMATION.

[illegible]

3392 ST. JOHN STREET REDEVELOPMENT

ALEX COUPE
PORTLAND, ME

DRAWING NAME:

PROJECT NAME:

ENGINEERING INC -

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM ACORN ENGINEERING, INC. ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO ACORN ENGINEERING, INC.

ACORN ENGINEERING, INC.
PO BOX 3372, PORTLAND MAINE 04104
(207) 775-2655

FILE: 1156 CIVIL

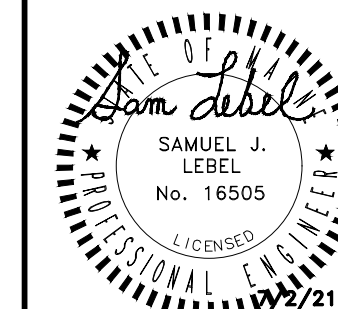
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SCALE: AS NOTED

DESIGNED BY: SJL

DRAWN BY: ZMS

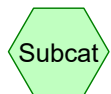
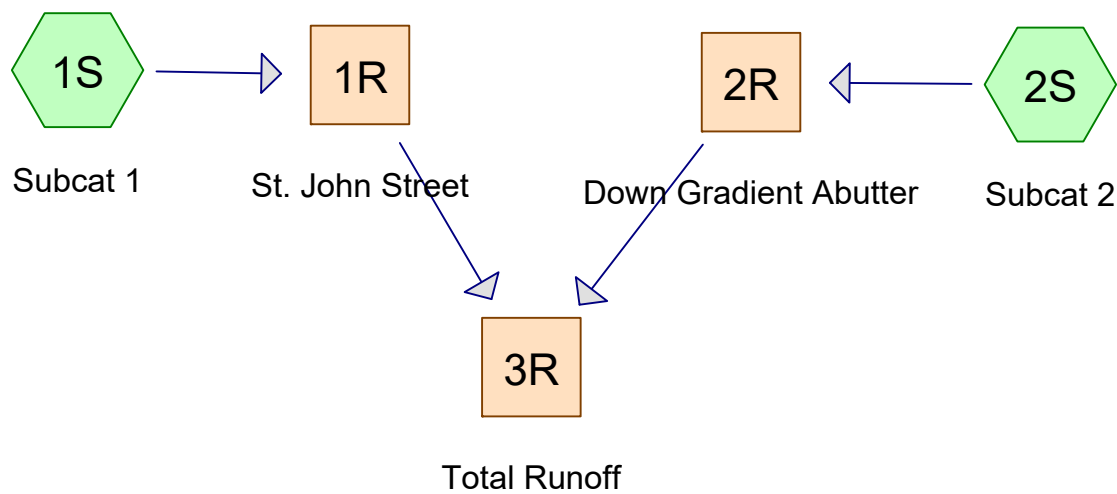
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DRAWING NO.

PRE

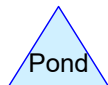
Page 156



Subcat



Reach



Pond



Link

Routing Diagram for PRE 7.7.21

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Page 2

Area Listing (all nodes)

Area (acres)	CN	Description (subcatchment-numbers)
0.147	49	50-75% Grass cover, Fair, HSG A (1S, 2S)
0.004	49	Abutting Landscaped, HSG A (1S, 2S)
0.015	98	Abutting roofs, HSG A (1S, 2S)
0.042	98	Roofs, HSG A (1S, 2S)
0.034	98	Unconnected Impervious, HSG A (2S)
0.021	98	Unconnected pavement, HSG A (1S, 2S)
0.008	43	Woods/grass comb., Fair, HSG A (2S)
0.271	69	TOTAL AREA

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Page 3

Soil Listing (all nodes)

Area (acres)	Soil Group	Subcatchment Numbers
0.271	HSG A	1S, 2S
0.000	HSG B	
0.000	HSG C	
0.000	HSG D	
0.000	Other	
0.271		TOTAL AREA

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Ground Covers (all nodes)

HSG-A (acres)	HSG-B (acres)	HSG-C (acres)	HSG-D (acres)	Other (acres)	Total (acres)	Ground Cover	Subcatchment Numbers
0.147	0.000	0.000	0.000	0.000	0.147	50-75% Grass cover, Fair	1S, 2S
0.004	0.000	0.000	0.000	0.000	0.004	Abutting Landscaped	1S, 2S
0.015	0.000	0.000	0.000	0.000	0.015	Abutting roofs	1S, 2S
0.042	0.000	0.000	0.000	0.000	0.042	Roofs	1S, 2S
0.034	0.000	0.000	0.000	0.000	0.034	Unconnected Impervious	2S
0.021	0.000	0.000	0.000	0.000	0.021	Unconnected pavement	1S, 2S
0.008	0.000	0.000	0.000	0.000	0.008	Woods/grass comb., Fair	2S
0.271	0.000	0.000	0.000	0.000	0.271	TOTAL AREA	

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Type III 24-hr 2-yr Rainfall=3.10"

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Time span=1.00-36.00 hrs, dt=0.05 hrs, 701 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment1S: Subcat 1

Runoff Area=4,291 sf 52.16% Impervious Runoff Depth=1.03"
Tc=6.0 min CN=75 Runoff=0.11 cfs 0.008 af

Subcatchment2S: Subcat 2

Runoff Area=7,517 sf 35.41% Impervious Runoff Depth=0.59"
Flow Length=85' Tc=6.4 min CN=66 Runoff=0.09 cfs 0.009 af

Reach 1R: St. John Street

Inflow=0.11 cfs 0.008 af
Outflow=0.11 cfs 0.008 af

Reach 2R: Down Gradient Abutter

Inflow=0.09 cfs 0.009 af
Outflow=0.09 cfs 0.009 af

Reach 3R: Total Runoff

Inflow=0.20 cfs 0.017 af
Outflow=0.20 cfs 0.017 af

Total Runoff Area = 0.271 ac Runoff Volume = 0.017 af Average Runoff Depth = 0.75"
58.50% Pervious = 0.159 ac 41.50% Impervious = 0.112 ac

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Type III 24-hr 2-yr Rainfall=3.10"

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Summary for Subcatchment 1S: Subcat 1

Runoff = 0.11 cfs @ 12.10 hrs, Volume= 0.008 af, Depth= 1.03"

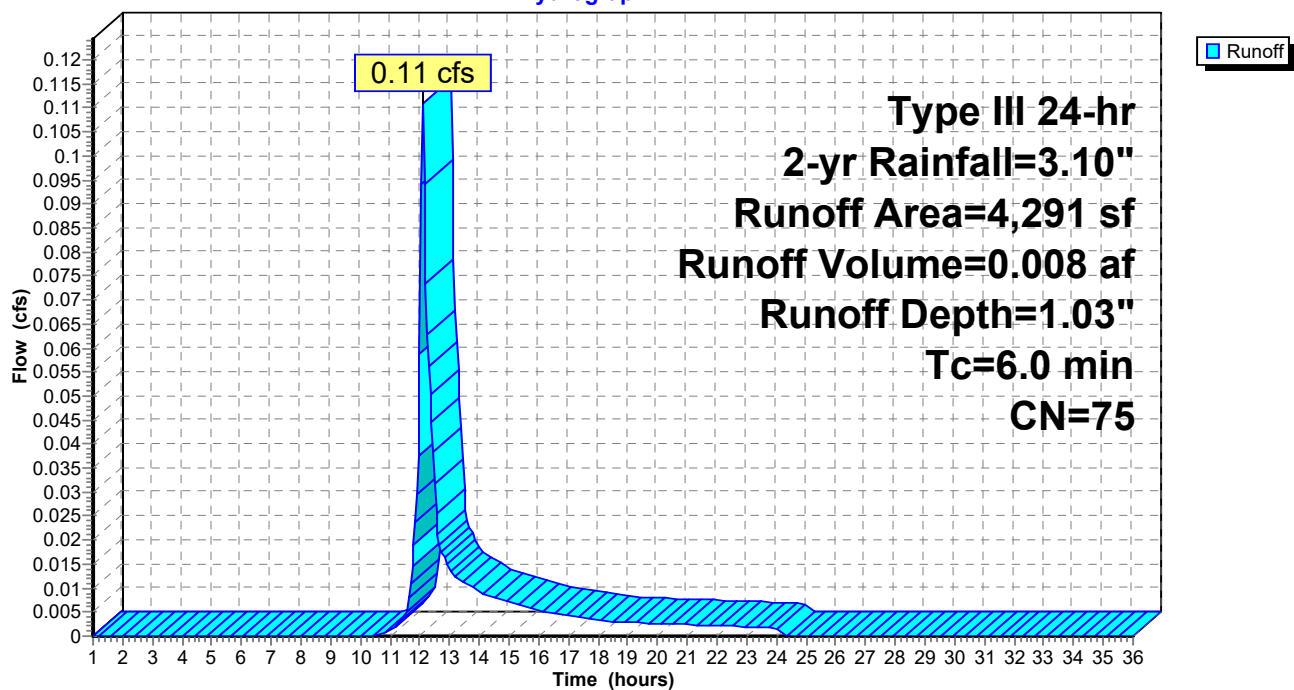
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 1.00-36.00 hrs, dt= 0.05 hrs
Type III 24-hr 2-yr Rainfall=3.10"

Area (sf)	CN	Description
868	98	Unconnected pavement, HSG A
839	98	Roofs, HSG A
1,951	49	50-75% Grass cover, Fair, HSG A
38	98	Unconnected pavement, HSG A
* 493	98	Abutting roofs, HSG A
* 102	49	Abutting Landscaped, HSG A
4,291	75	Weighted Average
2,053		47.84% Pervious Area
2,238		52.16% Impervious Area
906		40.48% Unconnected

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					Direct Entry,

Subcatchment 1S: Subcat 1

Hydrograph



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Type III 24-hr 2-yr Rainfall=3.10"

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Summary for Subcatchment 2S: Subcat 2

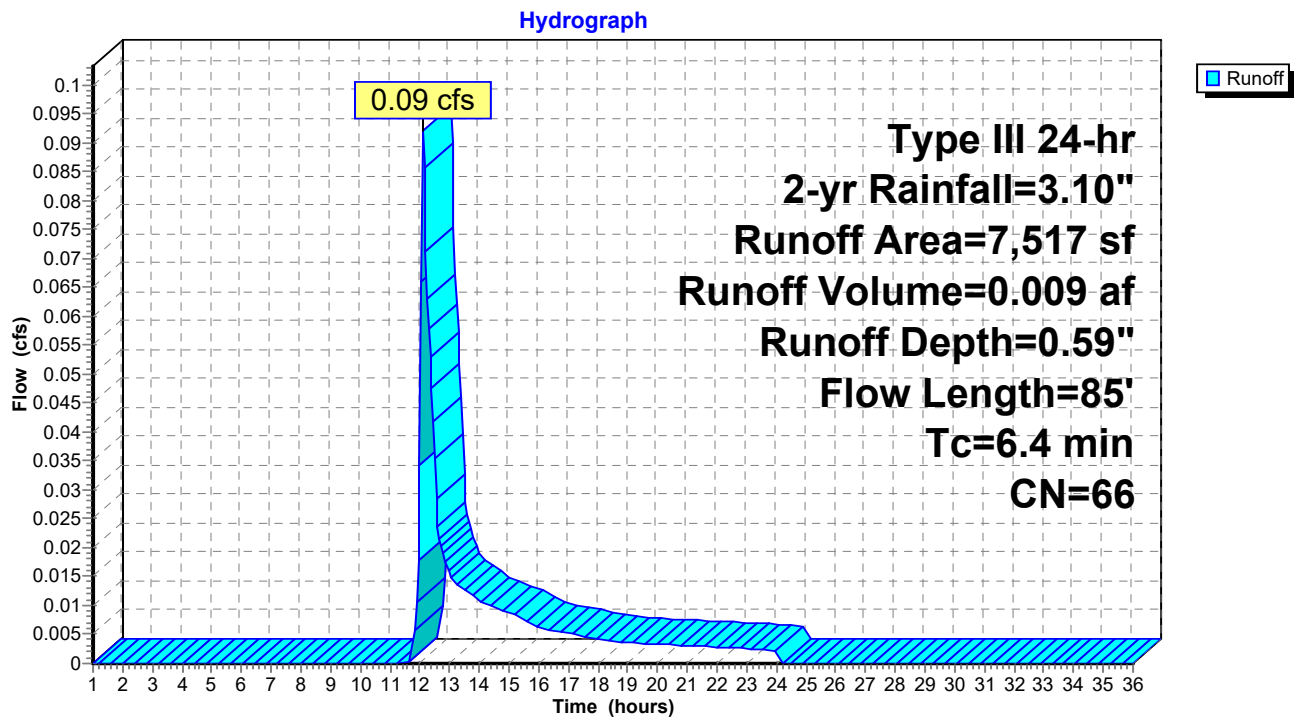
Runoff = 0.09 cfs @ 12.12 hrs, Volume= 0.009 af, Depth= 0.59"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 1.00-36.00 hrs, dt= 0.05 hrs
Type III 24-hr 2-yr Rainfall=3.10"

	Area (sf)	CN	Description
*	1,501	98	Unconnected Impervious, HSG A
	973	98	Roofs, HSG A
	4,455	49	50-75% Grass cover, Fair, HSG A
	28	98	Unconnected pavement, HSG A
*	160	98	Abutting roofs, HSG A
*	53	49	Abutting Landscaped, HSG A
	347	43	Woods/grass comb., Fair, HSG A
	7,517	66	Weighted Average
	4,855		64.59% Pervious Area
	2,662		35.41% Impervious Area
	1,529		57.44% Unconnected

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
0.7	7	0.0830	0.17		Sheet Flow, A-B SHEET Grass: Short n= 0.150 P2= 3.10"
0.4	36	0.0380	1.43		Sheet Flow, B-C SHEET Smooth surfaces n= 0.011 P2= 3.10"
5.3	42	0.0167	0.13		Sheet Flow, C-D SHEET Grass: Short n= 0.150 P2= 3.10"
6.4	85	Total			

Subcatchment 2S: Subcat 2

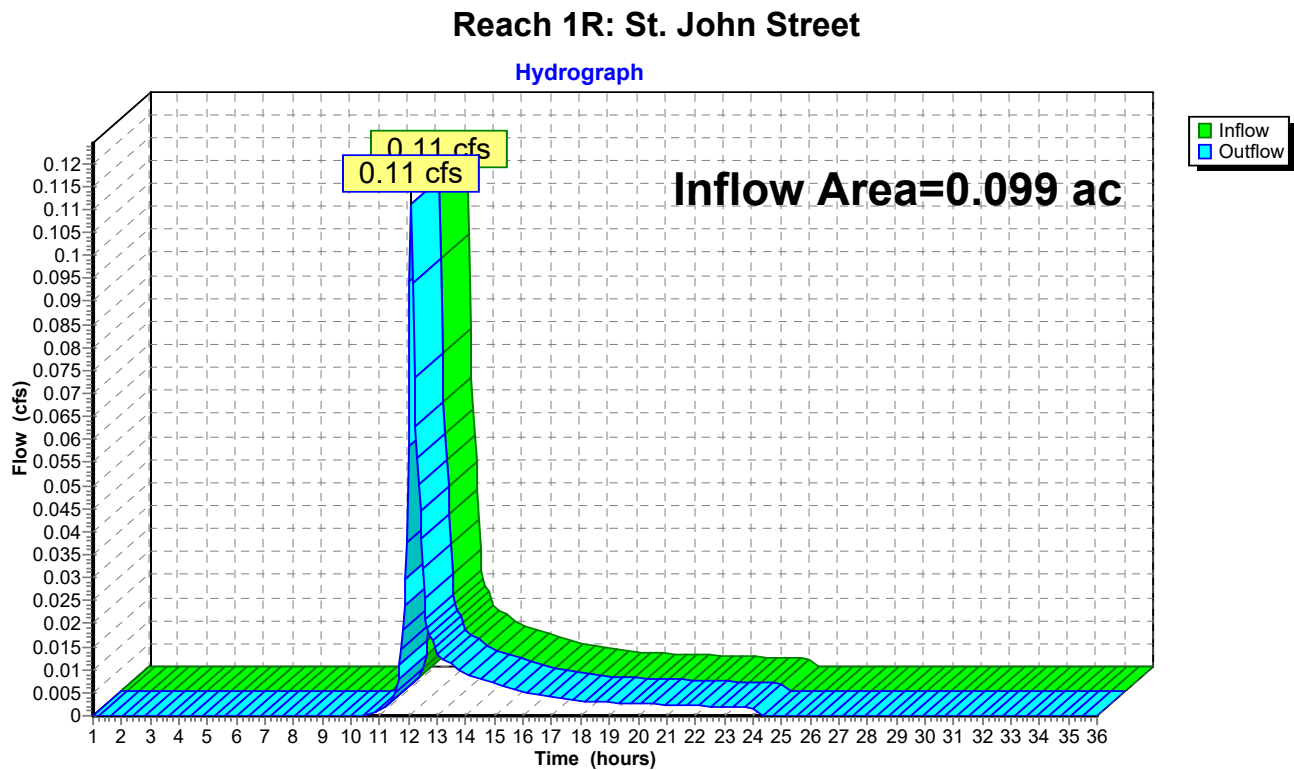


Summary for Reach 1R: St. John Street

[40] Hint: Not Described (Outflow=Inflow)

Inflow Area = 0.099 ac, 52.16% Impervious, Inflow Depth = 1.03" for 2-yr event
Inflow = 0.11 cfs @ 12.10 hrs, Volume= 0.008 af
Outflow = 0.11 cfs @ 12.10 hrs, Volume= 0.008 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 1.00-36.00 hrs, dt= 0.05 hrs



Summary for Reach 2R: Down Gradient Abutter

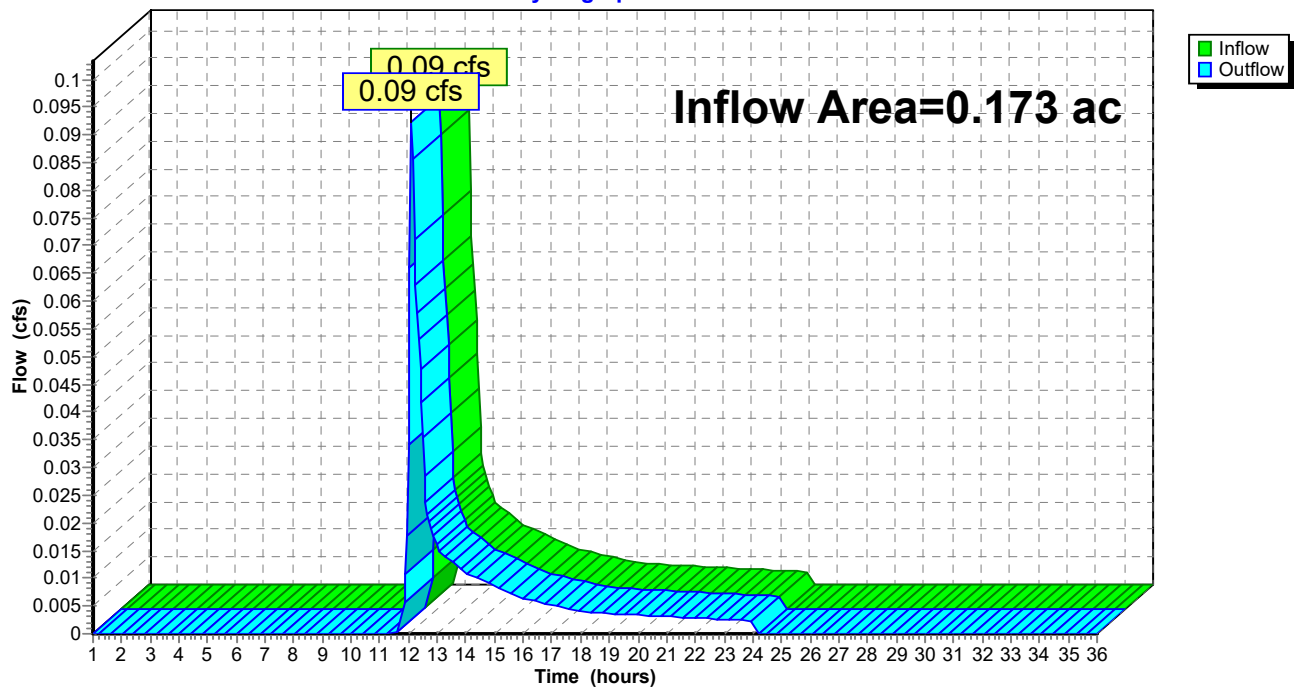
[40] Hint: Not Described (Outflow=Inflow)

Inflow Area = 0.173 ac, 35.41% Impervious, Inflow Depth = 0.59" for 2-yr event
Inflow = 0.09 cfs @ 12.12 hrs, Volume= 0.009 af
Outflow = 0.09 cfs @ 12.12 hrs, Volume= 0.009 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 1.00-36.00 hrs, dt= 0.05 hrs

Reach 2R: Down Gradient Abutter

Hydrograph

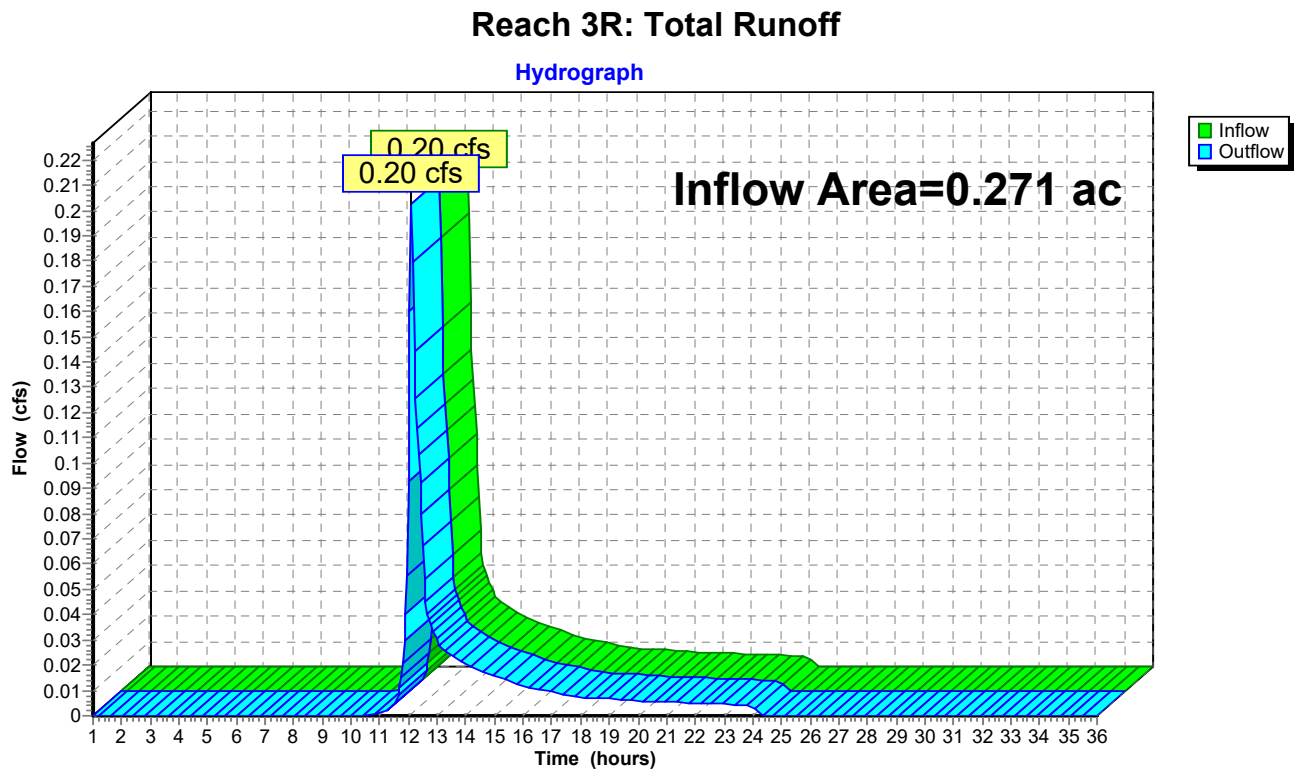


Summary for Reach 3R: Total Runoff

[40] Hint: Not Described (Outflow=Inflow)

Inflow Area = 0.271 ac, 41.50% Impervious, Inflow Depth = 0.75" for 2-yr event
Inflow = 0.20 cfs @ 12.11 hrs, Volume= 0.017 af
Outflow = 0.20 cfs @ 12.11 hrs, Volume= 0.017 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 1.00-36.00 hrs, dt= 0.05 hrs



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Type III 24-hr 10-yr Rainfall=4.60"

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Time span=1.00-36.00 hrs, dt=0.05 hrs, 701 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment1S: Subcat 1

Runoff Area=4,291 sf 52.16% Impervious Runoff Depth=2.13"
Tc=6.0 min CN=75 Runoff=0.24 cfs 0.017 af

Subcatchment2S: Subcat 2

Runoff Area=7,517 sf 35.41% Impervious Runoff Depth=1.46"
Flow Length=85' Tc=6.4 min CN=66 Runoff=0.27 cfs 0.021 af

Reach 1R: St. John Street

Inflow=0.24 cfs 0.017 af
Outflow=0.24 cfs 0.017 af

Reach 2R: Down Gradient Abutter

Inflow=0.27 cfs 0.021 af
Outflow=0.27 cfs 0.021 af

Reach 3R: Total Runoff

Inflow=0.51 cfs 0.038 af
Outflow=0.51 cfs 0.038 af

Total Runoff Area = 0.271 ac Runoff Volume = 0.038 af Average Runoff Depth = 1.70"
58.50% Pervious = 0.159 ac 41.50% Impervious = 0.112 ac

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Type III 24-hr 10-yr Rainfall=4.60"

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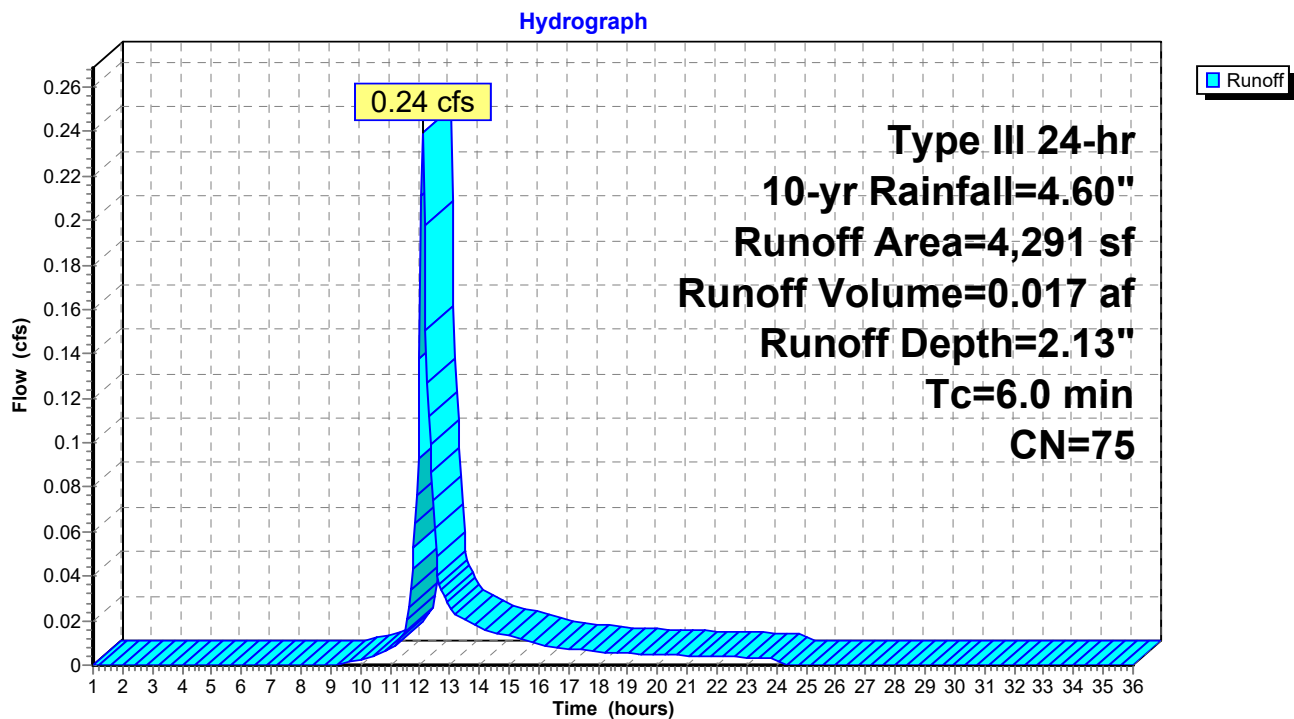
Summary for Subcatchment 1S: Subcat 1

Runoff = 0.24 cfs @ 12.10 hrs, Volume= 0.017 af, Depth= 2.13"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 1.00-36.00 hrs, dt= 0.05 hrs
Type III 24-hr 10-yr Rainfall=4.60"

Area (sf)	CN	Description
868	98	Unconnected pavement, HSG A
839	98	Roofs, HSG A
1,951	49	50-75% Grass cover, Fair, HSG A
38	98	Unconnected pavement, HSG A
* 493	98	Abutting roofs, HSG A
* 102	49	Abutting Landscaped, HSG A
4,291	75	Weighted Average
2,053		47.84% Pervious Area
2,238		52.16% Impervious Area
906		40.48% Unconnected

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					Direct Entry,

Subcatchment 1S: Subcat 1

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Type III 24-hr 10-yr Rainfall=4.60"

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Summary for Subcatchment 2S: Subcat 2

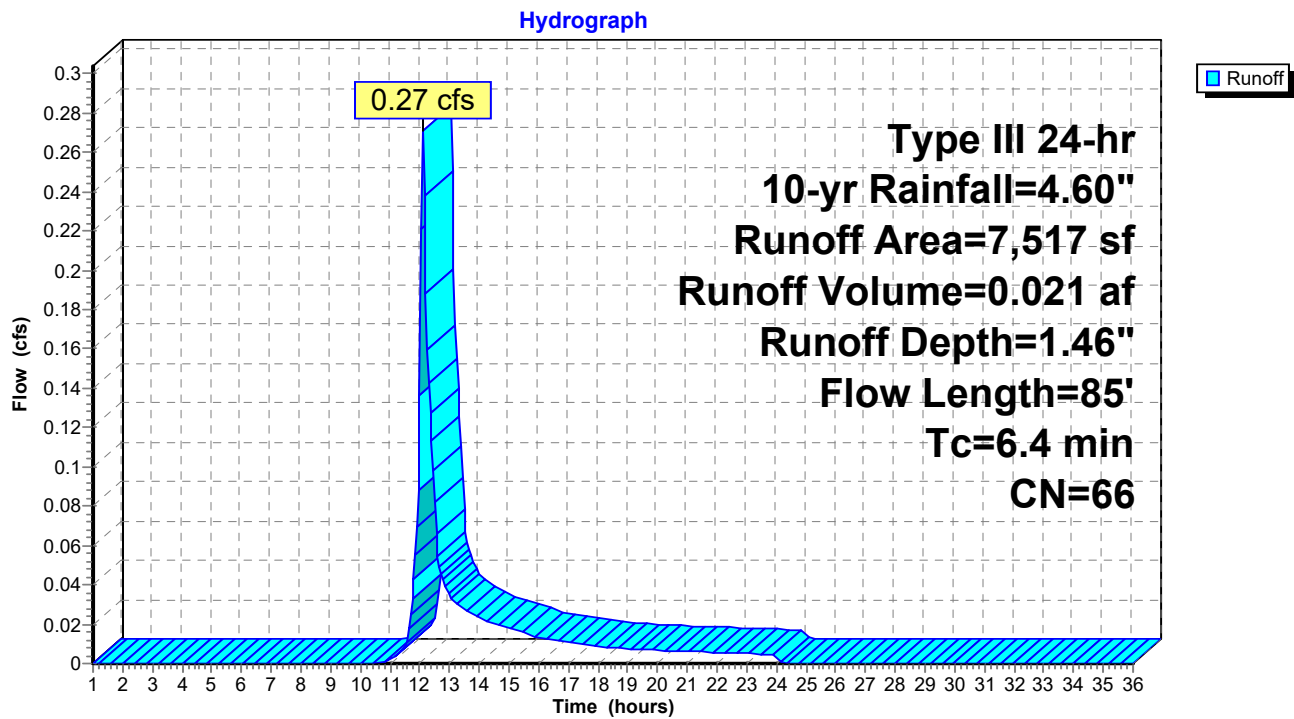
Runoff = 0.27 cfs @ 12.11 hrs, Volume= 0.021 af, Depth= 1.46"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 1.00-36.00 hrs, dt= 0.05 hrs
Type III 24-hr 10-yr Rainfall=4.60"

	Area (sf)	CN	Description
*	1,501	98	Unconnected Impervious, HSG A
	973	98	Roofs, HSG A
	4,455	49	50-75% Grass cover, Fair, HSG A
	28	98	Unconnected pavement, HSG A
*	160	98	Abutting roofs, HSG A
*	53	49	Abutting Landscaped, HSG A
	347	43	Woods/grass comb., Fair, HSG A
	7,517	66	Weighted Average
	4,855		64.59% Pervious Area
	2,662		35.41% Impervious Area
	1,529		57.44% Unconnected

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
0.7	7	0.0830	0.17		Sheet Flow, A-B SHEET Grass: Short n= 0.150 P2= 3.10"
0.4	36	0.0380	1.43		Sheet Flow, B-C SHEET Smooth surfaces n= 0.011 P2= 3.10"
5.3	42	0.0167	0.13		Sheet Flow, C-D SHEET Grass: Short n= 0.150 P2= 3.10"
6.4	85	Total			

Subcatchment 2S: Subcat 2



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Type III 24-hr 10-yr Rainfall=4.60"

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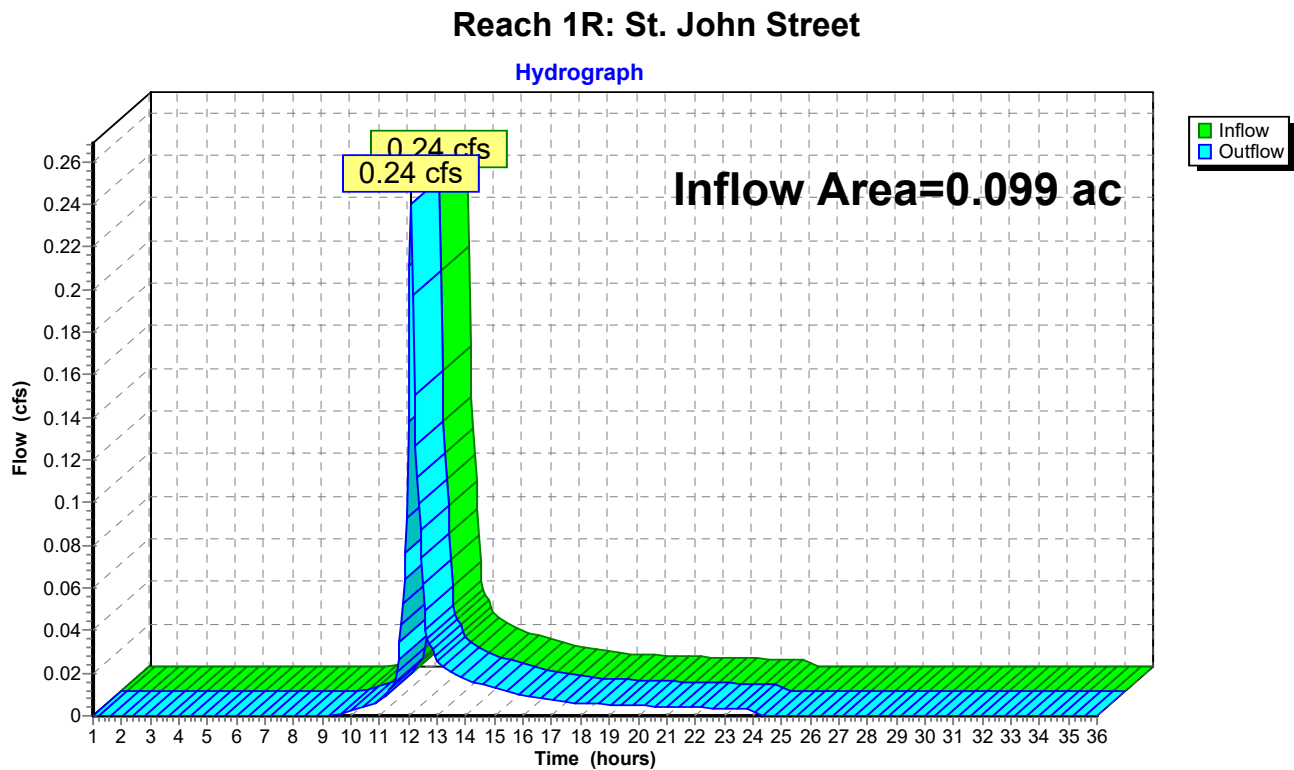
Page 16

Summary for Reach 1R: St. John Street

[40] Hint: Not Described (Outflow=Inflow)

Inflow Area = 0.099 ac, 52.16% Impervious, Inflow Depth = 2.13" for 10-yr event
Inflow = 0.24 cfs @ 12.10 hrs, Volume= 0.017 af
Outflow = 0.24 cfs @ 12.10 hrs, Volume= 0.017 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 1.00-36.00 hrs, dt= 0.05 hrs



Summary for Reach 2R: Down Gradient Abutter

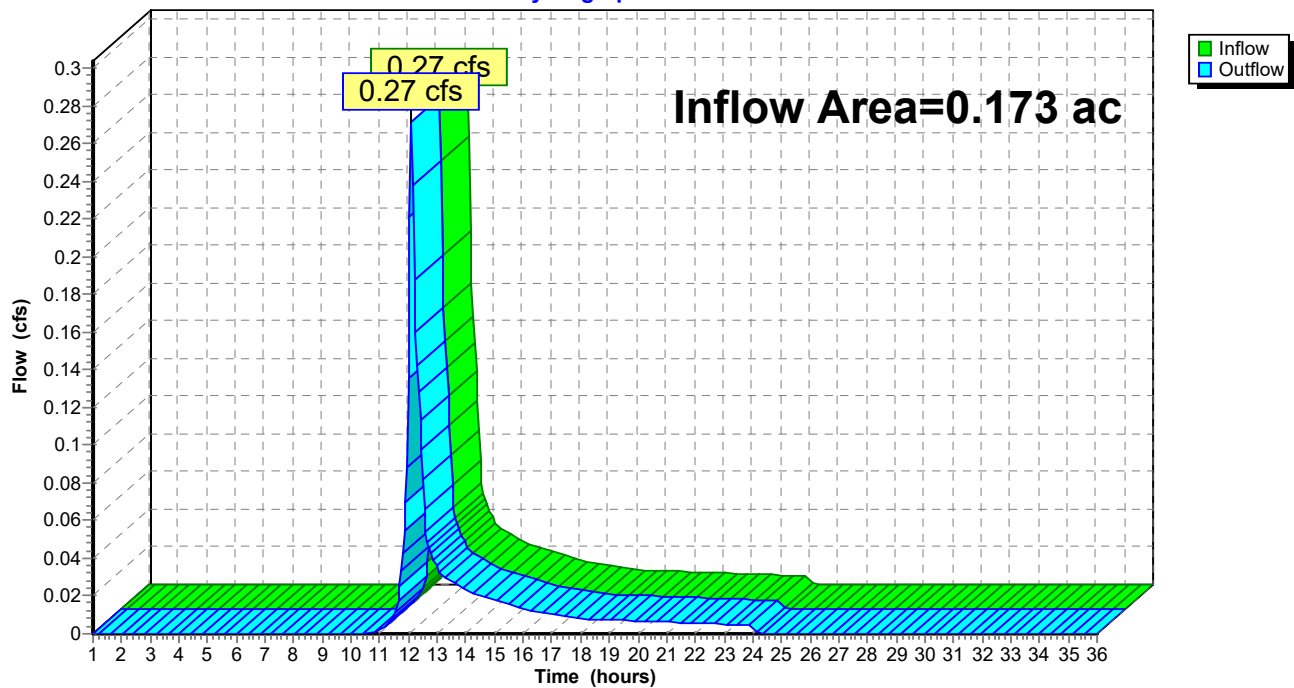
[40] Hint: Not Described (Outflow=Inflow)

Inflow Area = 0.173 ac, 35.41% Impervious, Inflow Depth = 1.46" for 10-yr event
Inflow = 0.27 cfs @ 12.11 hrs, Volume= 0.021 af
Outflow = 0.27 cfs @ 12.11 hrs, Volume= 0.021 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 1.00-36.00 hrs, dt= 0.05 hrs

Reach 2R: Down Gradient Abutter

Hydrograph

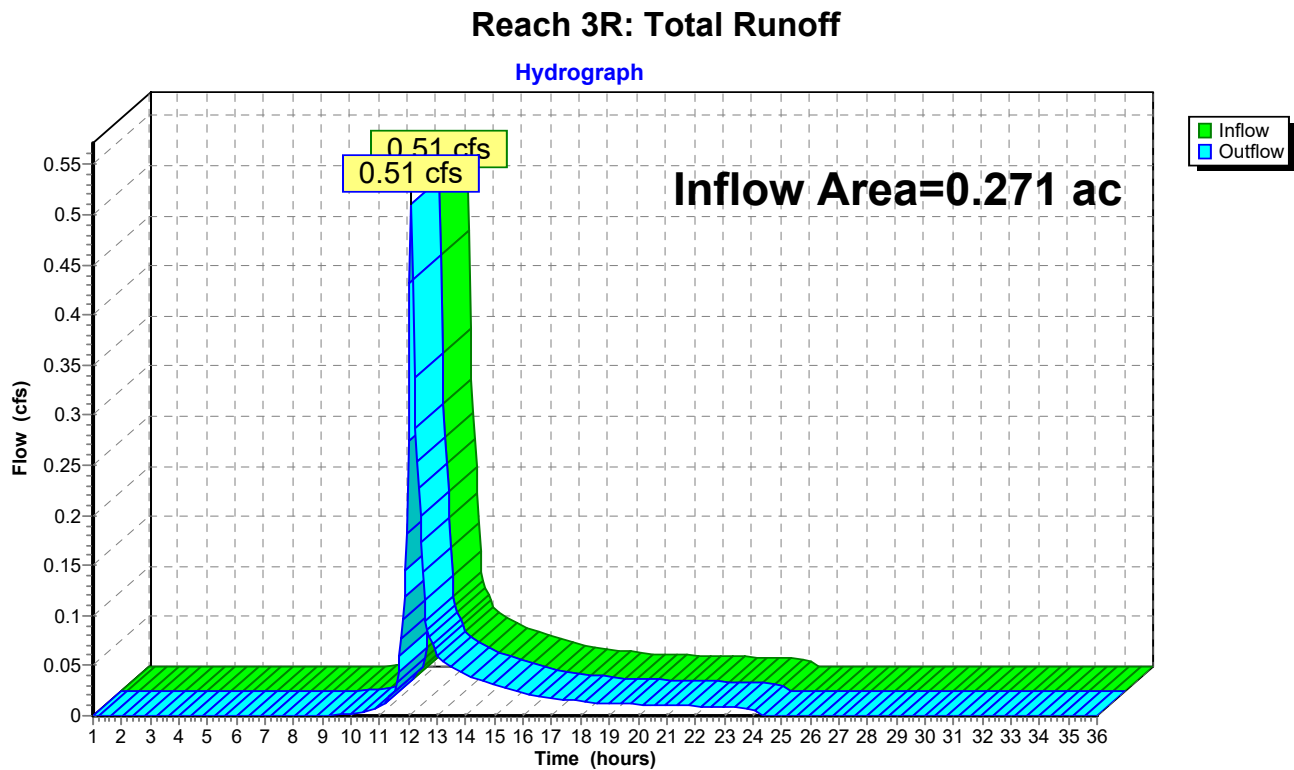


Summary for Reach 3R: Total Runoff

[40] Hint: Not Described (Outflow=Inflow)

Inflow Area = 0.271 ac, 41.50% Impervious, Inflow Depth = 1.70" for 10-yr event
Inflow = 0.51 cfs @ 12.10 hrs, Volume= 0.038 af
Outflow = 0.51 cfs @ 12.10 hrs, Volume= 0.038 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 1.00-36.00 hrs, dt= 0.05 hrs



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Type III 24-hr 25-yr Rainfall=5.80"

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Time span=1.00-36.00 hrs, dt=0.05 hrs, 701 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment1S: Subcat 1

Runoff Area=4,291 sf 52.16% Impervious Runoff Depth=3.11"
Tc=6.0 min CN=75 Runoff=0.35 cfs 0.026 af

Subcatchment2S: Subcat 2

Runoff Area=7,517 sf 35.41% Impervious Runoff Depth=2.29"
Flow Length=85' Tc=6.4 min CN=66 Runoff=0.44 cfs 0.033 af

Reach 1R: St. John Street

Inflow=0.35 cfs 0.026 af
Outflow=0.35 cfs 0.026 af

Reach 2R: Down Gradient Abutter

Inflow=0.44 cfs 0.033 af
Outflow=0.44 cfs 0.033 af

Reach 3R: Total Runoff

Inflow=0.79 cfs 0.059 af
Outflow=0.79 cfs 0.059 af

Total Runoff Area = 0.271 ac Runoff Volume = 0.059 af Average Runoff Depth = 2.59"
58.50% Pervious = 0.159 ac 41.50% Impervious = 0.112 ac

PRE 7.7.21

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Type III 24-hr 25-yr Rainfall=5.80"

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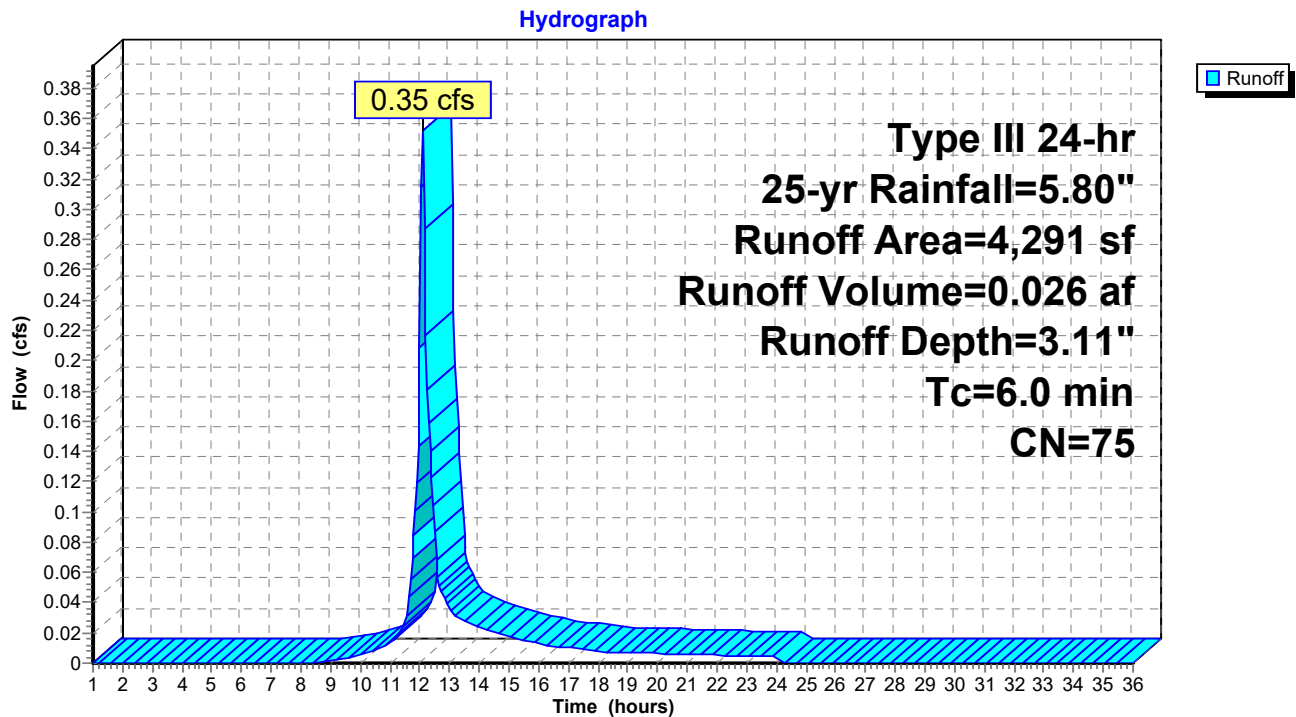
Summary for Subcatchment 1S: Subcat 1

Runoff = 0.35 cfs @ 12.09 hrs, Volume= 0.026 af, Depth= 3.11"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 1.00-36.00 hrs, dt= 0.05 hrs
Type III 24-hr 25-yr Rainfall=5.80"

Area (sf)	CN	Description
868	98	Unconnected pavement, HSG A
839	98	Roofs, HSG A
1,951	49	50-75% Grass cover, Fair, HSG A
38	98	Unconnected pavement, HSG A
* 493	98	Abutting roofs, HSG A
* 102	49	Abutting Landscaped, HSG A
4,291	75	Weighted Average
2,053		47.84% Pervious Area
2,238		52.16% Impervious Area
906		40.48% Unconnected

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					Direct Entry,

Subcatchment 1S: Subcat 1

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Type III 24-hr 25-yr Rainfall=5.80"

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Summary for Subcatchment 2S: Subcat 2

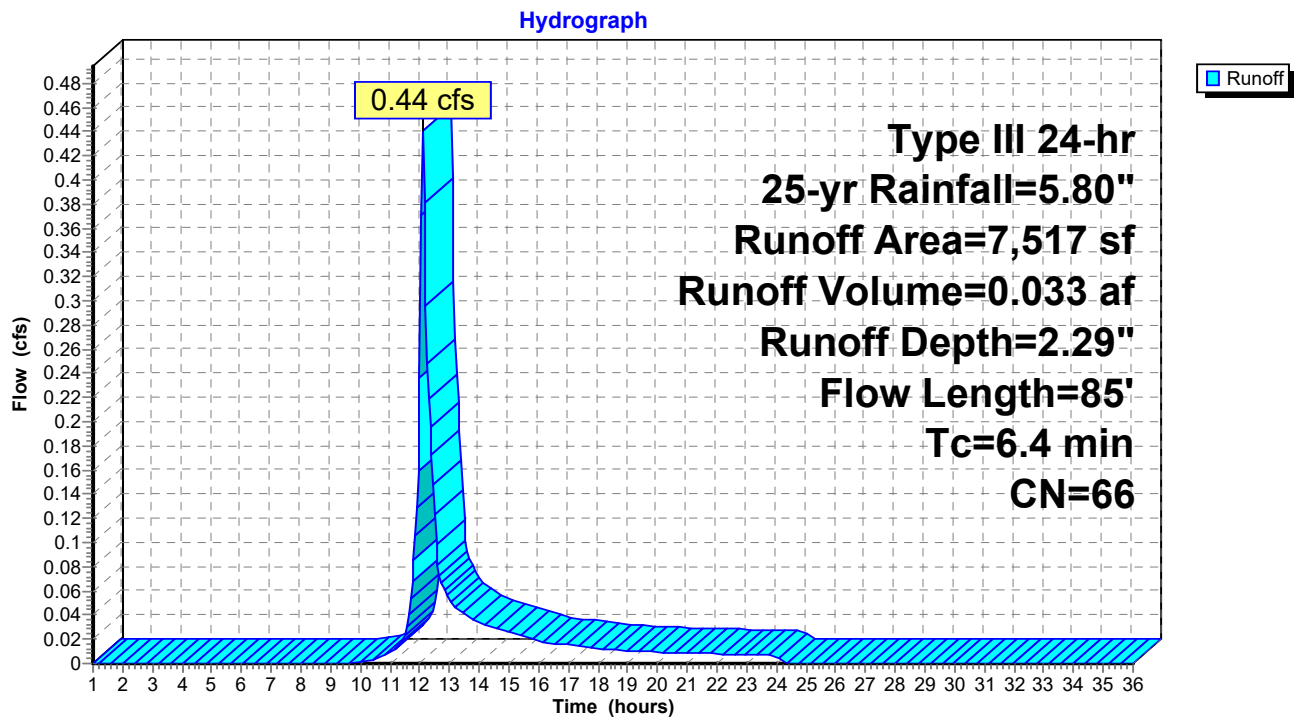
Runoff = 0.44 cfs @ 12.10 hrs, Volume= 0.033 af, Depth= 2.29"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 1.00-36.00 hrs, dt= 0.05 hrs
Type III 24-hr 25-yr Rainfall=5.80"

	Area (sf)	CN	Description
*	1,501	98	Unconnected Impervious, HSG A
	973	98	Roofs, HSG A
	4,455	49	50-75% Grass cover, Fair, HSG A
	28	98	Unconnected pavement, HSG A
*	160	98	Abutting roofs, HSG A
*	53	49	Abutting Landscaped, HSG A
	347	43	Woods/grass comb., Fair, HSG A
	7,517	66	Weighted Average
	4,855		64.59% Pervious Area
	2,662		35.41% Impervious Area
	1,529		57.44% Unconnected

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
0.7	7	0.0830	0.17		Sheet Flow, A-B SHEET Grass: Short n= 0.150 P2= 3.10"
0.4	36	0.0380	1.43		Sheet Flow, B-C SHEET Smooth surfaces n= 0.011 P2= 3.10"
5.3	42	0.0167	0.13		Sheet Flow, C-D SHEET Grass: Short n= 0.150 P2= 3.10"
6.4	85	Total			

Subcatchment 2S: Subcat 2

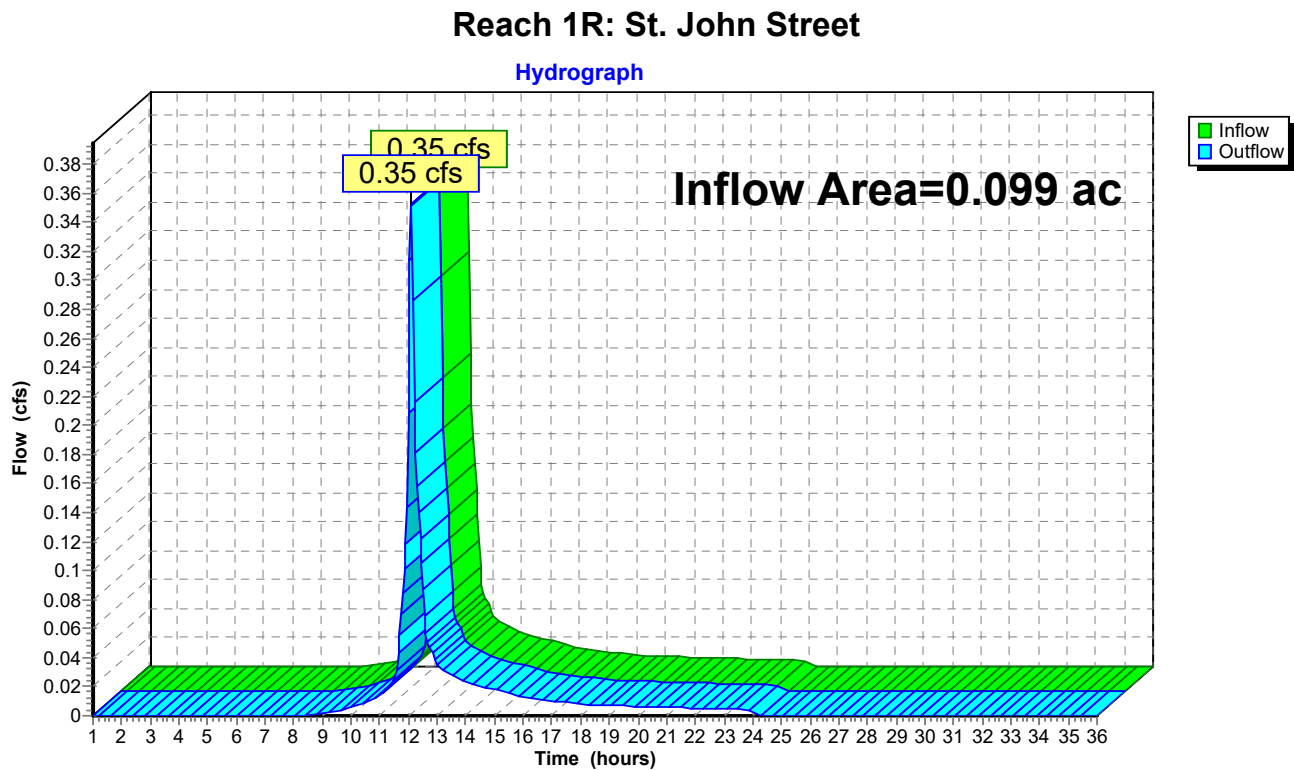


Summary for Reach 1R: St. John Street

[40] Hint: Not Described (Outflow=Inflow)

Inflow Area = 0.099 ac, 52.16% Impervious, Inflow Depth = 3.11" for 25-yr event
Inflow = 0.35 cfs @ 12.09 hrs, Volume= 0.026 af
Outflow = 0.35 cfs @ 12.09 hrs, Volume= 0.026 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 1.00-36.00 hrs, dt= 0.05 hrs



Summary for Reach 2R: Down Gradient Abutter

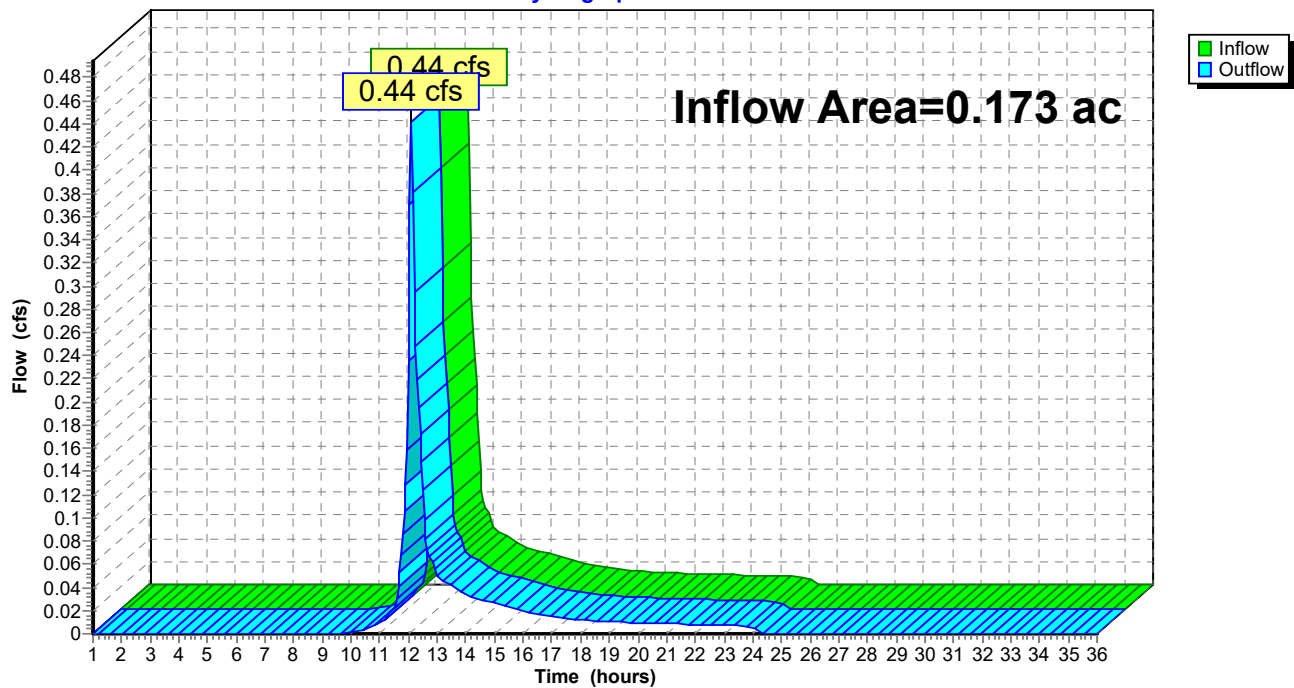
[40] Hint: Not Described (Outflow=Inflow)

Inflow Area = 0.173 ac, 35.41% Impervious, Inflow Depth = 2.29" for 25-yr event
Inflow = 0.44 cfs @ 12.10 hrs, Volume= 0.033 af
Outflow = 0.44 cfs @ 12.10 hrs, Volume= 0.033 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 1.00-36.00 hrs, dt= 0.05 hrs

Reach 2R: Down Gradient Abutter

Hydrograph

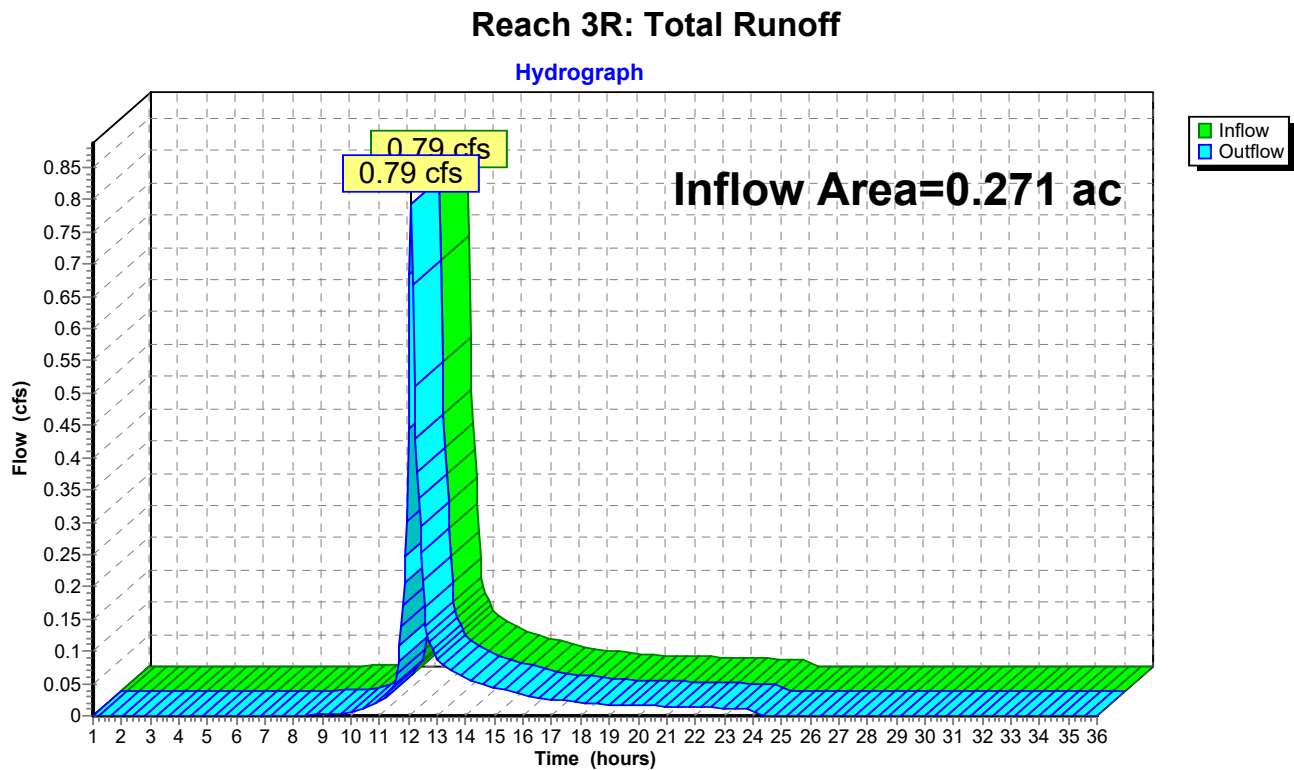


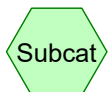
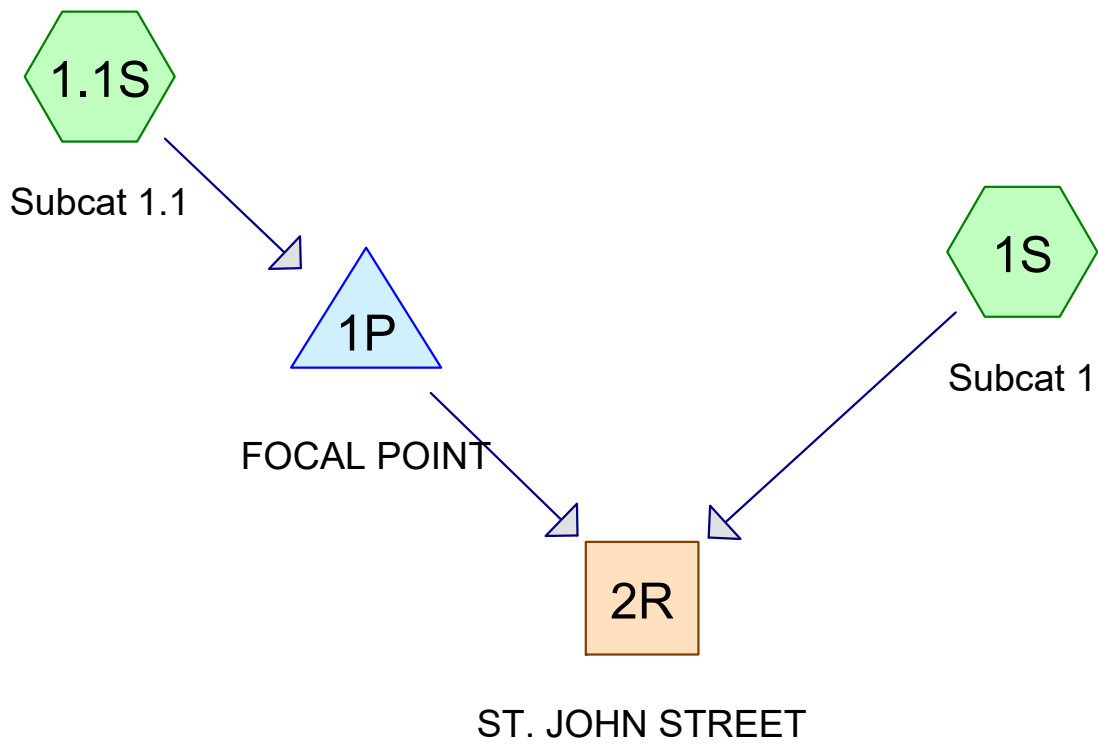
Summary for Reach 3R: Total Runoff

[40] Hint: Not Described (Outflow=Inflow)

Inflow Area = 0.271 ac, 41.50% Impervious, Inflow Depth = 2.59" for 25-yr event
Inflow = 0.79 cfs @ 12.10 hrs, Volume= 0.059 af
Outflow = 0.79 cfs @ 12.10 hrs, Volume= 0.059 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 1.00-36.00 hrs, dt= 0.05 hrs

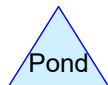




Subcat



Reach



Pond



Link

Routing Diagram for POST 7.8.21
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Area Listing (all nodes)

Area (acres)	CN	Description (subcatchment-numbers)
0.004	49	Abutting Landscape, Fair, HSG A (1S)
0.015	98	Abutting roofs, HSG A (1S)
0.059	30	Brush, Good, HSG A (1.1S, 1S)
0.057	98	Paved parking, HSG A (1S)
0.136	98	Roofs, HSG A (1.1S, 1S)
0.271	83	TOTAL AREA

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Soil Listing (all nodes)

Area (acres)	Soil Group	Subcatchment Numbers
0.271	HSG A	1.1S, 1S
0.000	HSG B	
0.000	HSG C	
0.000	HSG D	
0.000	Other	
0.271		TOTAL AREA

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Ground Covers (all nodes)

HSG-A (acres)	HSG-B (acres)	HSG-C (acres)	HSG-D (acres)	Other (acres)	Total (acres)	Ground Cover	Subcatchment Numbers
0.004	0.000	0.000	0.000	0.000	0.004	Abutting Landscape, Fair	1S
0.015	0.000	0.000	0.000	0.000	0.015	Abutting roofs	1S
0.059	0.000	0.000	0.000	0.000	0.059	Brush, Good	1.1S, 1S
0.057	0.000	0.000	0.000	0.000	0.057	Paved parking	1S
0.136	0.000	0.000	0.000	0.000	0.136	Roofs	1.1S, 1S
0.271	0.000	0.000	0.000	0.000	0.271	TOTAL AREA	

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Pipe Listing (all nodes)

Line#	Node Number	In-Invert (feet)	Out-Invert (feet)	Length (feet)	Slope (ft/ft)	n	Diam/Width (inches)	Height (inches)	Inside-Fill (inches)
1	1P	27.50	27.00	41.0	0.0122	0.010	6.0	0.0	0.0

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Type III 24-hr 2YR Rainfall=3.10"

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Time span=1.00-36.00 hrs, dt=0.05 hrs, 701 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 1.1S: Subcat 1.1

Runoff Area=4,585 sf 90.14% Impervious Runoff Depth=2.16"
Tc=6.0 min CN=91 Runoff=0.26 cfs 0.019 af

Subcatchment 1S: Subcat 1

Runoff Area=7,223 sf 68.71% Impervious Runoff Depth=1.14"
Tc=6.0 min CN=77 Runoff=0.21 cfs 0.016 af

Reach 2R: ST. JOHN STREET

Inflow=0.30 cfs 0.035 af
Outflow=0.30 cfs 0.035 af

Pond 1P: FOCAL POINT

Peak Elev=29.31' Storage=162 cf Inflow=0.26 cfs 0.019 af
Outflow=0.10 cfs 0.019 af

Total Runoff Area = 0.271 ac Runoff Volume = 0.035 af Average Runoff Depth = 1.54"
22.97% Pervious = 0.062 ac 77.03% Impervious = 0.209 ac

POST 7.8.21

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Type III 24-hr 2YR Rainfall=3.10"

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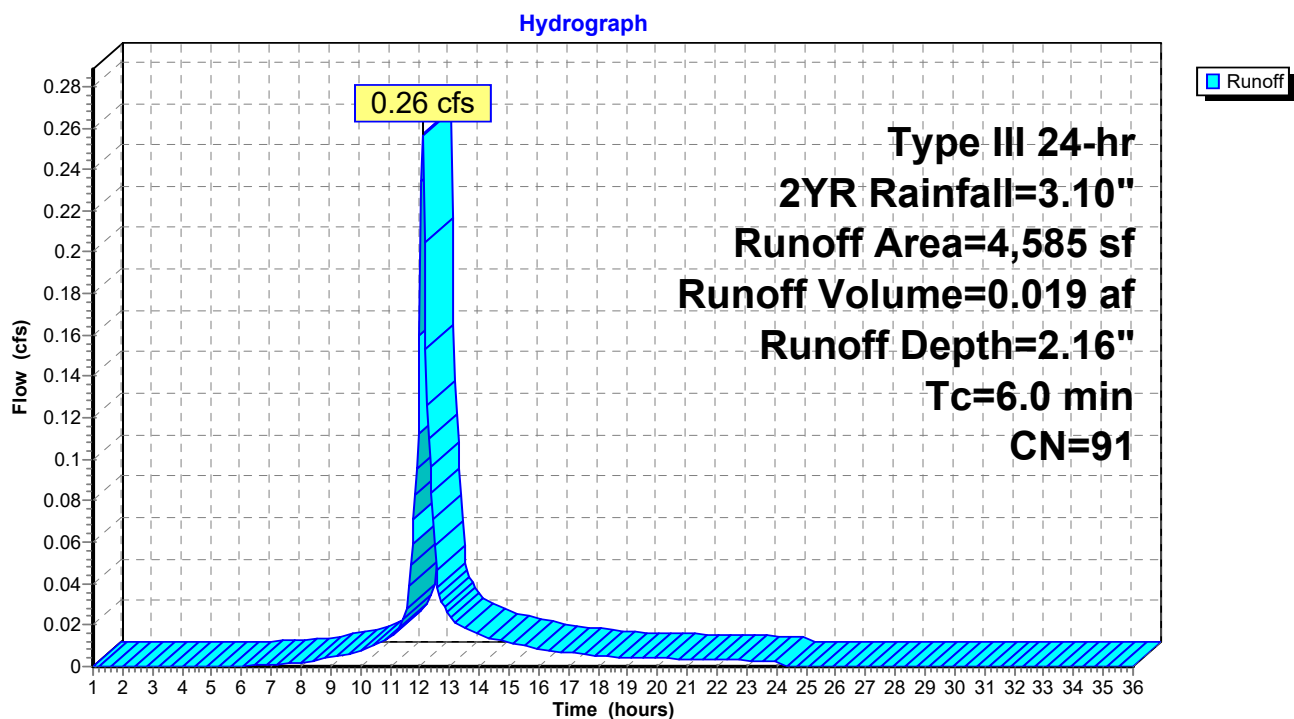
Summary for Subcatchment 1.1S: Subcat 1.1

Runoff = 0.26 cfs @ 12.09 hrs, Volume= 0.019 af, Depth= 2.16"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 1.00-36.00 hrs, dt= 0.05 hrs
Type III 24-hr 2YR Rainfall=3.10"

Area (sf)	CN	Description
4,133	98	Roofs, HSG A
452	30	Brush, Good, HSG A
4,585	91	Weighted Average
452		9.86% Pervious Area
4,133		90.14% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					Direct Entry,

Subcatchment 1.1S: Subcat 1.1

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Type III 24-hr 2YR Rainfall=3.10"

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Summary for Subcatchment 1S: Subcat 1

Runoff = 0.21 cfs @ 12.10 hrs, Volume= 0.016 af, Depth= 1.14"

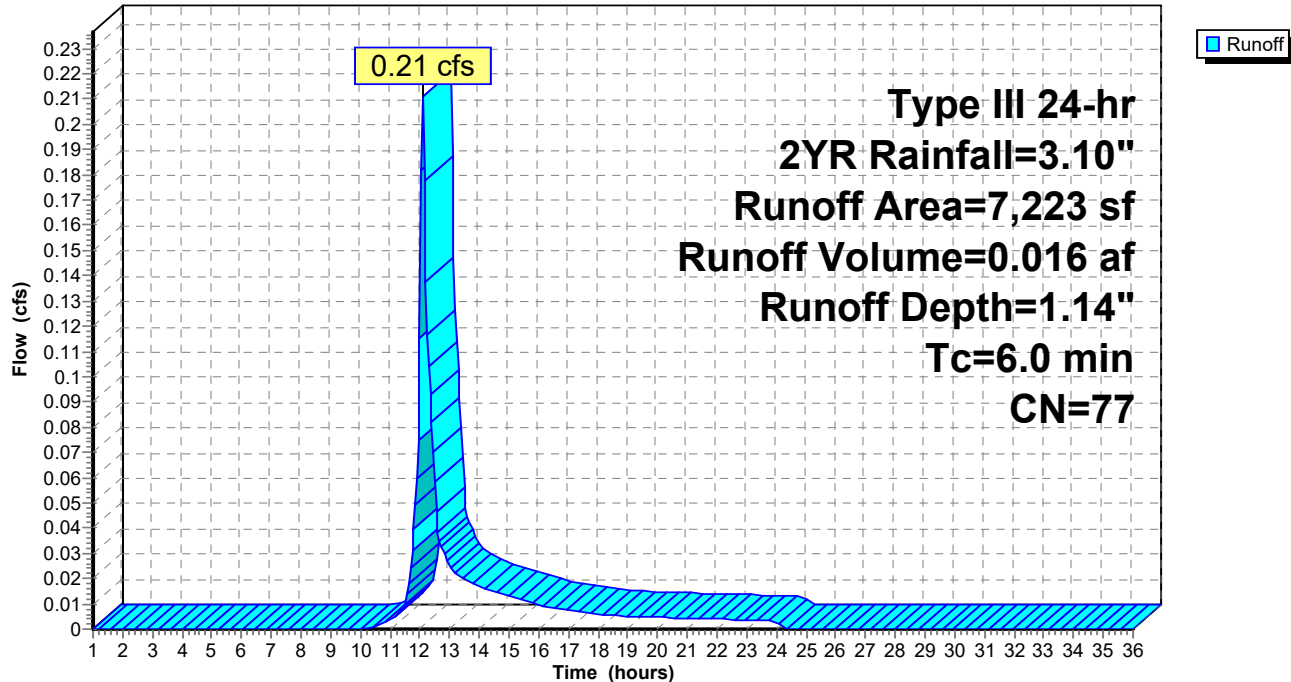
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 1.00-36.00 hrs, dt= 0.05 hrs
Type III 24-hr 2YR Rainfall=3.10"

Area (sf)	CN	Description
1,812	98	Roofs, HSG A
2,498	98	Paved parking, HSG A
2,105	30	Brush, Good, HSG A
* 653	98	Abutting roofs, HSG A
* 155	49	Abutting Landscape, Fair, HSG A
7,223	77	Weighted Average
2,260		31.29% Pervious Area
4,963		68.71% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					Direct Entry,

Subcatchment 1S: Subcat 1

Hydrograph



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Type III 24-hr 2YR Rainfall=3.10"

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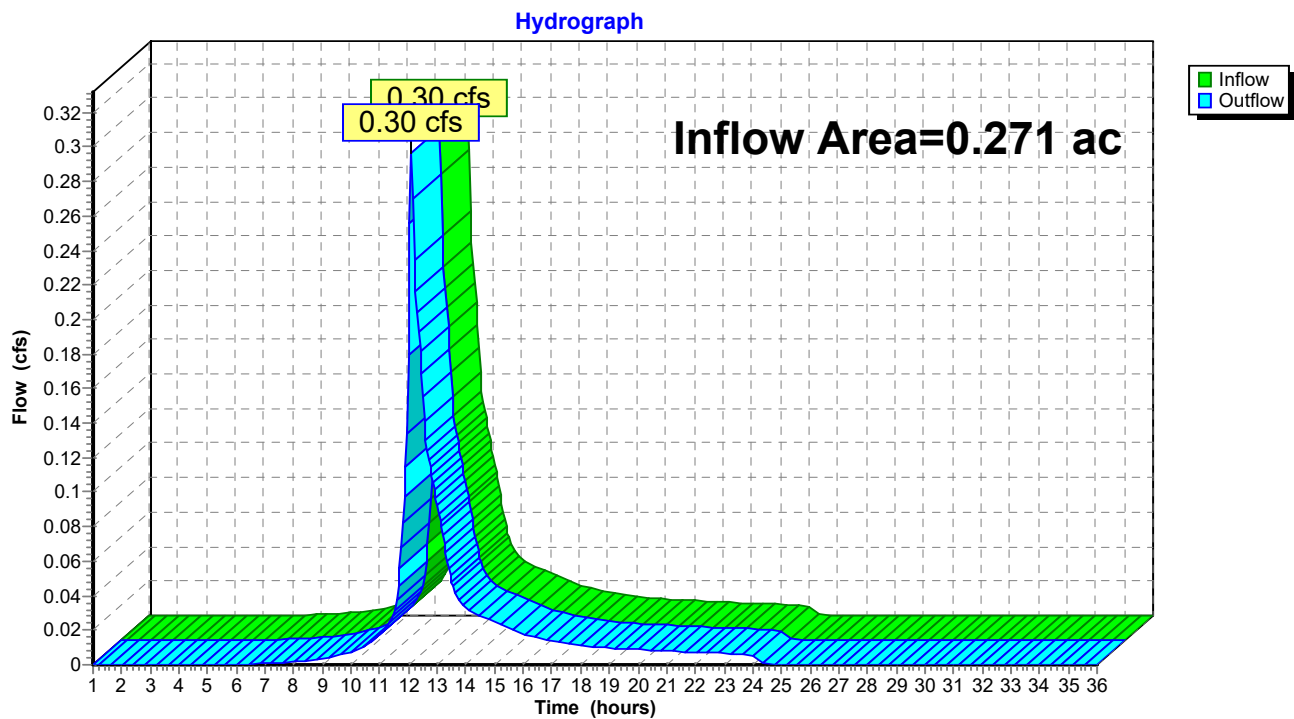
Summary for Reach 2R: ST. JOHN STREET

[40] Hint: Not Described (Outflow=Inflow)

Inflow Area = 0.271 ac, 77.03% Impervious, Inflow Depth = 1.54" for 2YR event
Inflow = 0.30 cfs @ 12.11 hrs, Volume= 0.035 af
Outflow = 0.30 cfs @ 12.11 hrs, Volume= 0.035 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 1.00-36.00 hrs, dt= 0.05 hrs

Reach 2R: ST. JOHN STREET



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Type III 24-hr 2YR Rainfall=3.10"

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Summary for Pond 1P: FOCAL POINT

Inflow Area = 0.105 ac, 90.14% Impervious, Inflow Depth = 2.16" for 2YR event
 Inflow = 0.26 cfs @ 12.09 hrs, Volume= 0.019 af
 Outflow = 0.10 cfs @ 12.34 hrs, Volume= 0.019 af, Atten= 61%, Lag= 14.7 min
 Primary = 0.10 cfs @ 12.34 hrs, Volume= 0.019 af

Routing by Stor-Ind method, Time Span= 1.00-36.00 hrs, dt= 0.05 hrs
 Peak Elev= 29.31' @ 12.34 hrs Surf.Area= 150 sf Storage= 162 cf

Plug-Flow detention time= 14.7 min calculated for 0.019 af (100% of inflow)
 Center-of-Mass det. time= 14.7 min (818.3 - 803.7)

Volume	Invert	Avail.Storage	Storage Description
#1	27.50'	148 cf	Crushed Stone (Prismatic) Listed below (Recalc) 600 cf Overall - 231 cf Embedded = 369 cf x 40.0% Voids
#2	28.11'	219 cf	1.31'W x 2.35'L x 2.88'H TANKS x 26 Inside #1 231 cf Overall x 95.0% Voids
#3	31.50'	7 cf	3.00'W x 8.00'L x 1.50'H FOCAL POINT 36 cf Overall x 20.0% Voids
#4	33.00'	77 cf	Custom Stage Data (Prismatic) Listed below (Recalc)
		451 cf	Total Available Storage

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
27.50	150	0	0
31.50	150	600	600

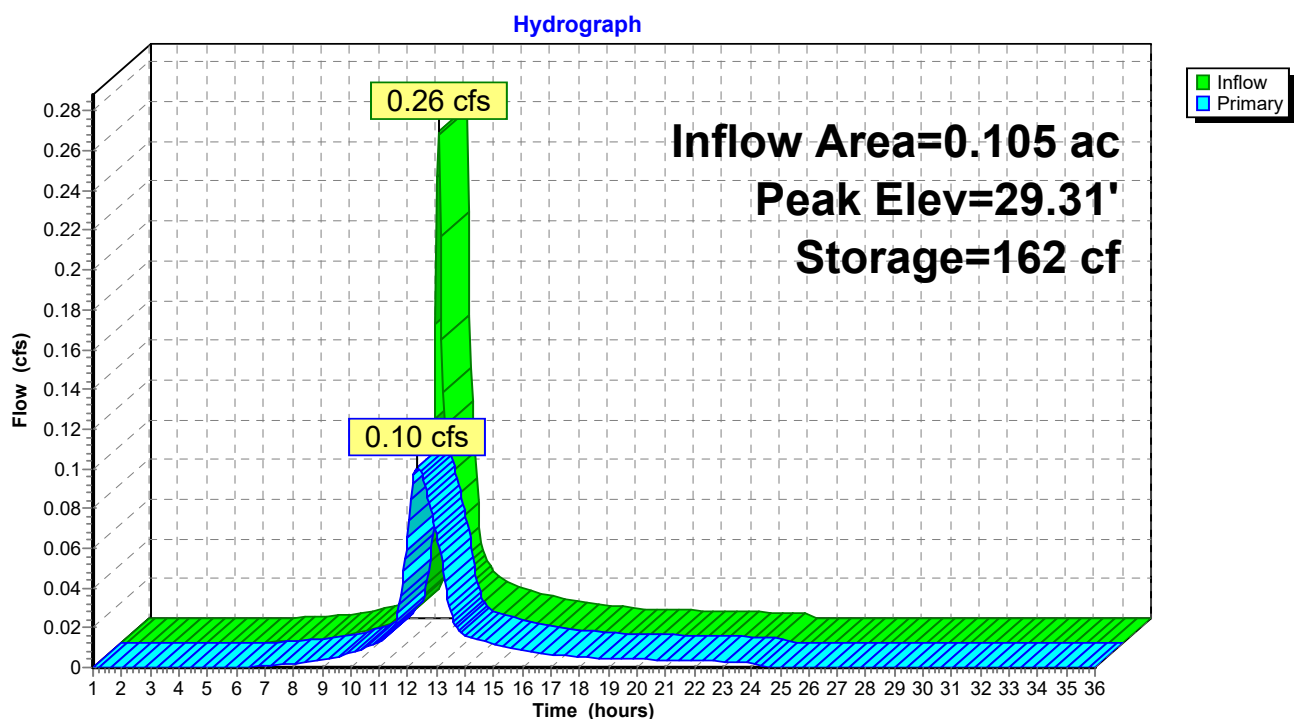
Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
33.00	24	0	0
34.00	130	77	77

Device	Routing	Invert	Outlet Devices
#1	Primary	27.50'	6.0" Round 6" storm drain L= 41.0' CMP, projecting, no headwall, Ke= 0.900 Inlet / Outlet Invert= 27.50' / 27.00' S= 0.0122 ' / S= 0.0122 ' Cc= 0.900 n= 0.010, Flow Area= 0.20 sf
#2	Device 1	27.50'	1.7" Vert. Orifice/Grate C= 0.600
#3	Device 2	27.50'	100.000 in/hr Exfiltration over Surface area Phase-In= 0.10'
#4	Device 1	33.90'	8.0" Horiz. Overflow Grate C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.10 cfs @ 12.34 hrs HW=29.31' (Free Discharge)

- 1=6" storm drain (Passes 0.10 cfs of 0.93 cfs potential flow)
 2=Orifice/Grate (Orifice Controls 0.10 cfs @ 6.35 fps)
 3=Exfiltration (Passes 0.10 cfs of 0.35 cfs potential flow)
 4=Overflow Grate (Controls 0.00 cfs)

Pond 1P: FOCAL POINT



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Type III 24-hr 10-YR Rainfall=4.60"

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Time span=1.00-36.00 hrs, dt=0.05 hrs, 701 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 1.1S: Subcat 1.1

Runoff Area=4,585 sf 90.14% Impervious Runoff Depth=3.59"
Tc=6.0 min CN=91 Runoff=0.42 cfs 0.032 af

Subcatchment 1S: Subcat 1

Runoff Area=7,223 sf 68.71% Impervious Runoff Depth=2.29"
Tc=6.0 min CN=77 Runoff=0.44 cfs 0.032 af

Reach 2R: ST. JOHN STREET

Inflow=0.55 cfs 0.063 af
Outflow=0.55 cfs 0.063 af

Pond 1P: FOCAL POINT

Peak Elev=30.81' Storage=317 cf Inflow=0.42 cfs 0.032 af
Outflow=0.14 cfs 0.032 af

Total Runoff Area = 0.271 ac Runoff Volume = 0.063 af Average Runoff Depth = 2.80"
22.97% Pervious = 0.062 ac 77.03% Impervious = 0.209 ac

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Type III 24-hr 10-YR Rainfall=4.60"

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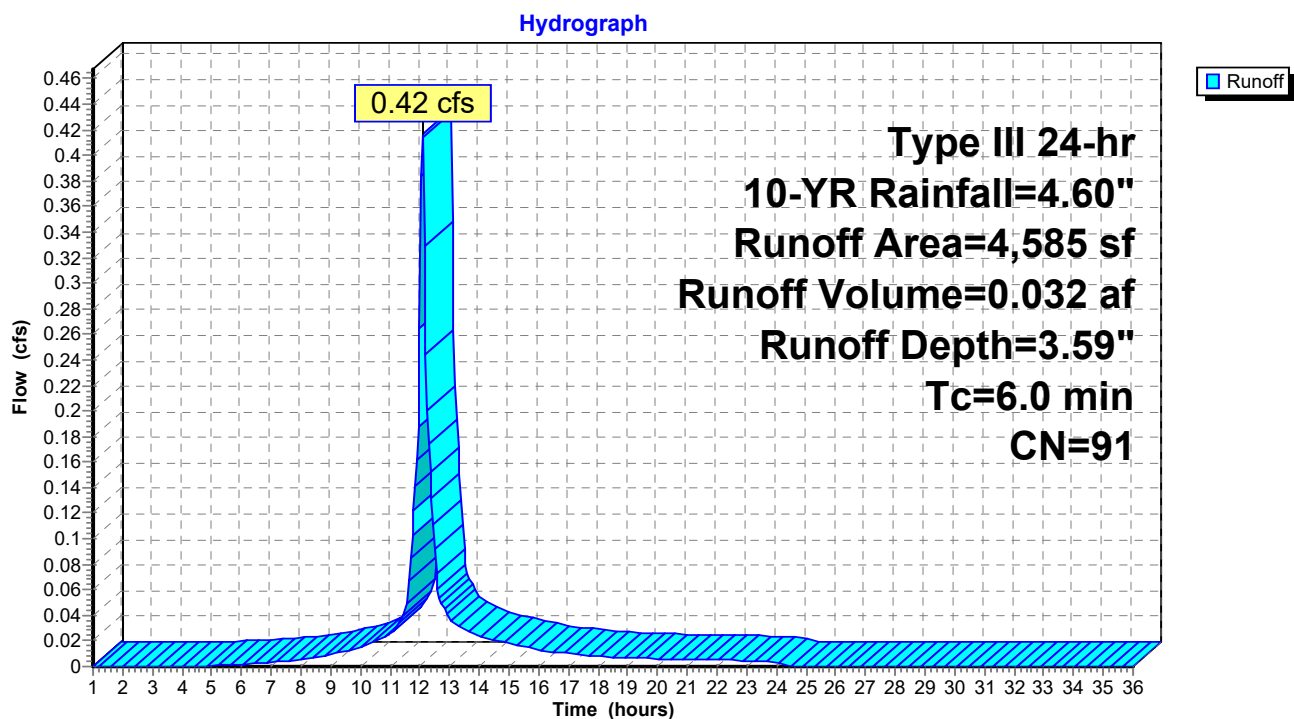
Summary for Subcatchment 1.1S: Subcat 1.1

Runoff = 0.42 cfs @ 12.09 hrs, Volume= 0.032 af, Depth= 3.59"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 1.00-36.00 hrs, dt= 0.05 hrs
Type III 24-hr 10-YR Rainfall=4.60"

Area (sf)	CN	Description
4,133	98	Roofs, HSG A
452	30	Brush, Good, HSG A
4,585	91	Weighted Average
452		9.86% Pervious Area
4,133		90.14% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					Direct Entry,

Subcatchment 1.1S: Subcat 1.1

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Type III 24-hr 10-YR Rainfall=4.60"

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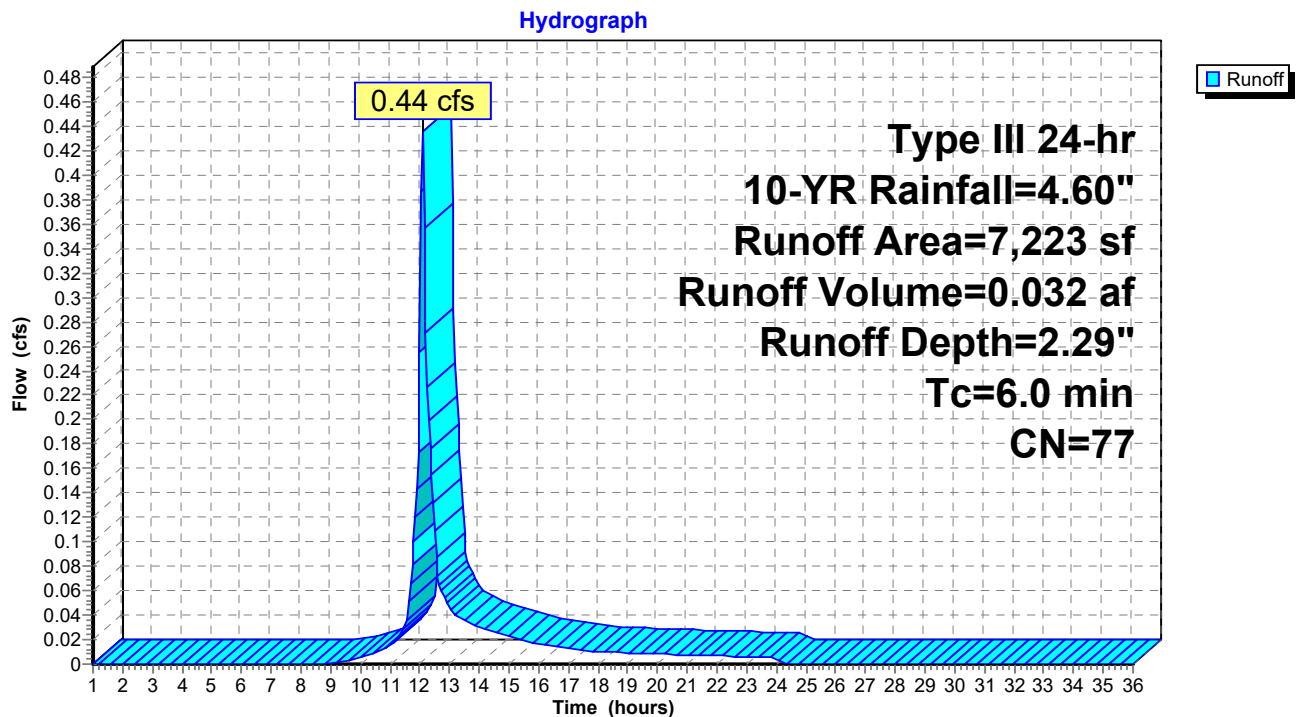
Summary for Subcatchment 1S: Subcat 1

Runoff = 0.44 cfs @ 12.09 hrs, Volume= 0.032 af, Depth= 2.29"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 1.00-36.00 hrs, dt= 0.05 hrs
Type III 24-hr 10-YR Rainfall=4.60"

Area (sf)	CN	Description
1,812	98	Roofs, HSG A
2,498	98	Paved parking, HSG A
2,105	30	Brush, Good, HSG A
* 653	98	Abutting roofs, HSG A
* 155	49	Abutting Landscape, Fair, HSG A
7,223	77	Weighted Average
2,260		31.29% Pervious Area
4,963		68.71% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					Direct Entry,

Subcatchment 1S: Subcat 1

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Type III 24-hr 10-YR Rainfall=4.60"

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Summary for Reach 2R: ST. JOHN STREET

[40] Hint: Not Described (Outflow=Inflow)

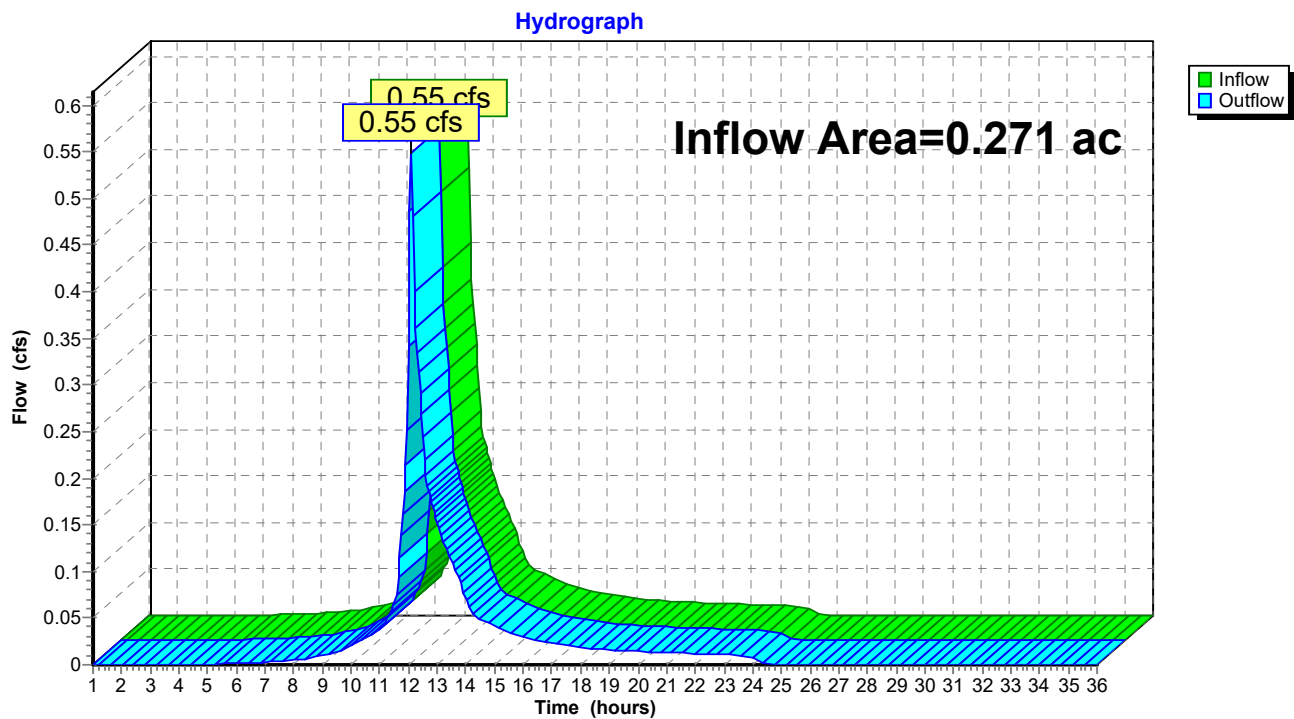
Inflow Area = 0.271 ac, 77.03% Impervious, Inflow Depth = 2.80" for 10-YR event

Inflow = 0.55 cfs @ 12.10 hrs, Volume= 0.063 af

Outflow = 0.55 cfs @ 12.10 hrs, Volume= 0.063 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 1.00-36.00 hrs, dt= 0.05 hrs

Reach 2R: ST. JOHN STREET



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Type III 24-hr 10-YR Rainfall=4.60"

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Summary for Pond 1P: FOCAL POINT

Inflow Area = 0.105 ac, 90.14% Impervious, Inflow Depth = 3.59" for 10-YR event
 Inflow = 0.42 cfs @ 12.09 hrs, Volume= 0.032 af
 Outflow = 0.14 cfs @ 12.39 hrs, Volume= 0.032 af, Atten= 67%, Lag= 18.0 min
 Primary = 0.14 cfs @ 12.39 hrs, Volume= 0.032 af

Routing by Stor-Ind method, Time Span= 1.00-36.00 hrs, dt= 0.05 hrs
 Peak Elev= 30.81' @ 12.39 hrs Surf.Area= 150 sf Storage= 317 cf

Plug-Flow detention time= 19.6 min calculated for 0.031 af (100% of inflow)
 Center-of-Mass det. time= 19.6 min (809.2 - 789.6)

Volume	Invert	Avail.Storage	Storage Description
#1	27.50'	148 cf	Crushed Stone (Prismatic) Listed below (Recalc) 600 cf Overall - 231 cf Embedded = 369 cf x 40.0% Voids
#2	28.11'	219 cf	1.31'W x 2.35'L x 2.88'H TANKS x 26 Inside #1 231 cf Overall x 95.0% Voids
#3	31.50'	7 cf	3.00'W x 8.00'L x 1.50'H FOCAL POINT 36 cf Overall x 20.0% Voids
#4	33.00'	77 cf	Custom Stage Data (Prismatic) Listed below (Recalc)
		451 cf	Total Available Storage

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
27.50	150	0	0
31.50	150	600	600

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
33.00	24	0	0
34.00	130	77	77

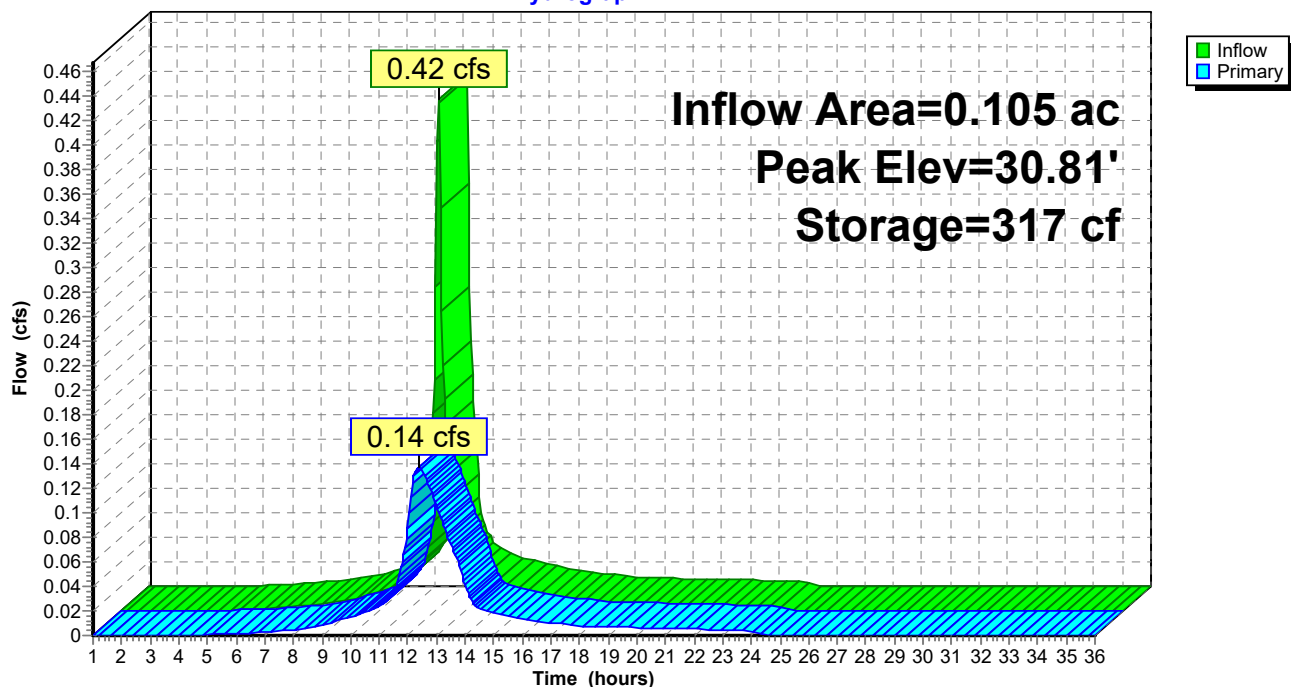
Device	Routing	Invert	Outlet Devices
#1	Primary	27.50'	6.0" Round 6" storm drain L= 41.0' CMP, projecting, no headwall, Ke= 0.900 Inlet / Outlet Invert= 27.50' / 27.00' S= 0.0122 ' / ' Cc= 0.900 n= 0.010, Flow Area= 0.20 sf
#2	Device 1	27.50'	1.7" Vert. Orifice/Grate C= 0.600
#3	Device 2	27.50'	100.000 in/hr Exfiltration over Surface area Phase-In= 0.10'
#4	Device 1	33.90'	8.0" Horiz. Overflow Grate C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.14 cfs @ 12.39 hrs HW=30.81' (Free Discharge)

- 1=6" storm drain (Passes 0.14 cfs of 1.30 cfs potential flow)
- 2=Orifice/Grate (Orifice Controls 0.14 cfs @ 8.66 fps)
- 3=Exfiltration (Passes 0.14 cfs of 0.35 cfs potential flow)
- 4=Overflow Grate (Controls 0.00 cfs)

Pond 1P: FOCAL POINT

Hydrograph



POST 7.8.21*Type III 24-hr 25-YR Rainfall=5.80"*

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Time span=1.00-36.00 hrs, dt=0.05 hrs, 701 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 1.1S: Subcat 1.1

Runoff Area=4,585 sf 90.14% Impervious Runoff Depth=4.76"
Tc=6.0 min CN=91 Runoff=0.54 cfs 0.042 af

Subcatchment 1S: Subcat 1

Runoff Area=7,223 sf 68.71% Impervious Runoff Depth=3.31"
Tc=6.0 min CN=77 Runoff=0.63 cfs 0.046 af

Reach 2R: ST. JOHN STREET

Inflow=0.76 cfs 0.087 af
Outflow=0.76 cfs 0.087 af

Pond 1P: FOCAL POINT

Peak Elev=33.83' Storage=430 cf Inflow=0.54 cfs 0.042 af
Outflow=0.19 cfs 0.042 af

Total Runoff Area = 0.271 ac Runoff Volume = 0.087 af Average Runoff Depth = 3.87"
22.97% Pervious = 0.062 ac 77.03% Impervious = 0.209 ac

POST 7.8.21

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Type III 24-hr 25-YR Rainfall=5.80"

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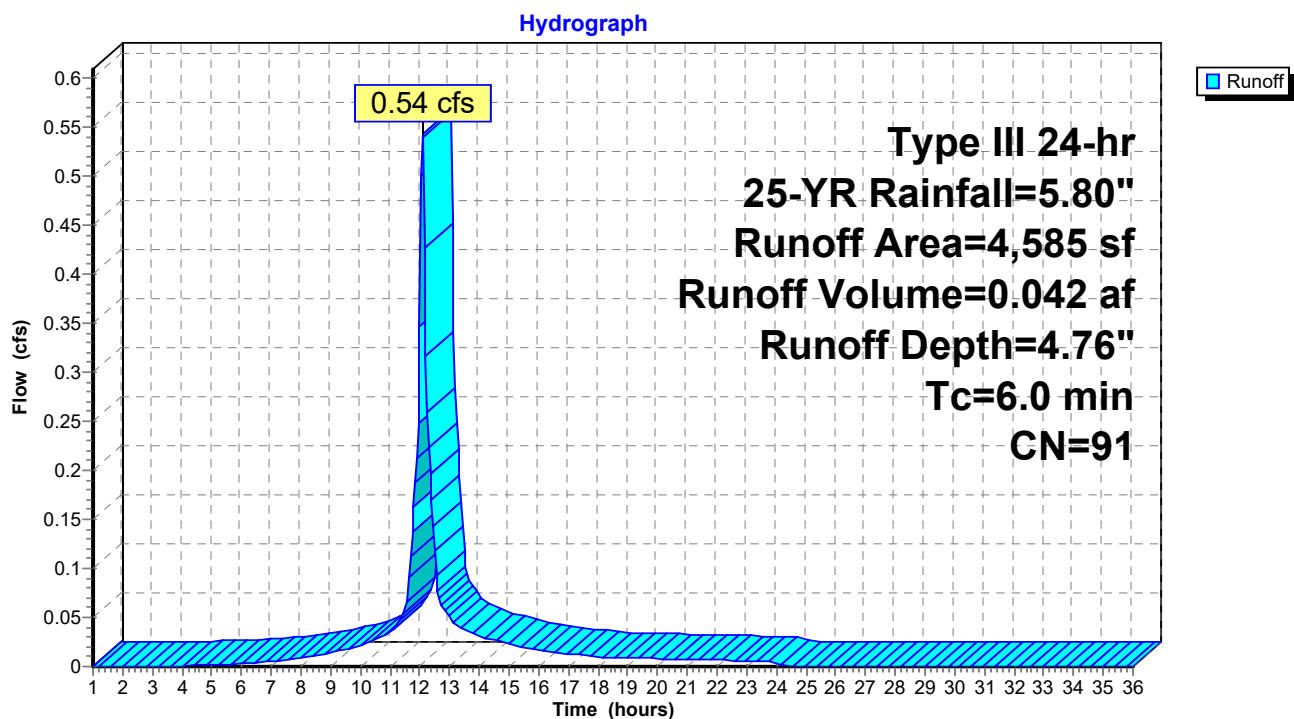
Summary for Subcatchment 1.1S: Subcat 1.1

Runoff = 0.54 cfs @ 12.09 hrs, Volume= 0.042 af, Depth= 4.76"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 1.00-36.00 hrs, dt= 0.05 hrs
Type III 24-hr 25-YR Rainfall=5.80"

Area (sf)	CN	Description
4,133	98	Roofs, HSG A
452	30	Brush, Good, HSG A
4,585	91	Weighted Average
452		9.86% Pervious Area
4,133		90.14% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					Direct Entry,

Subcatchment 1.1S: Subcat 1.1

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Type III 24-hr 25-YR Rainfall=5.80"

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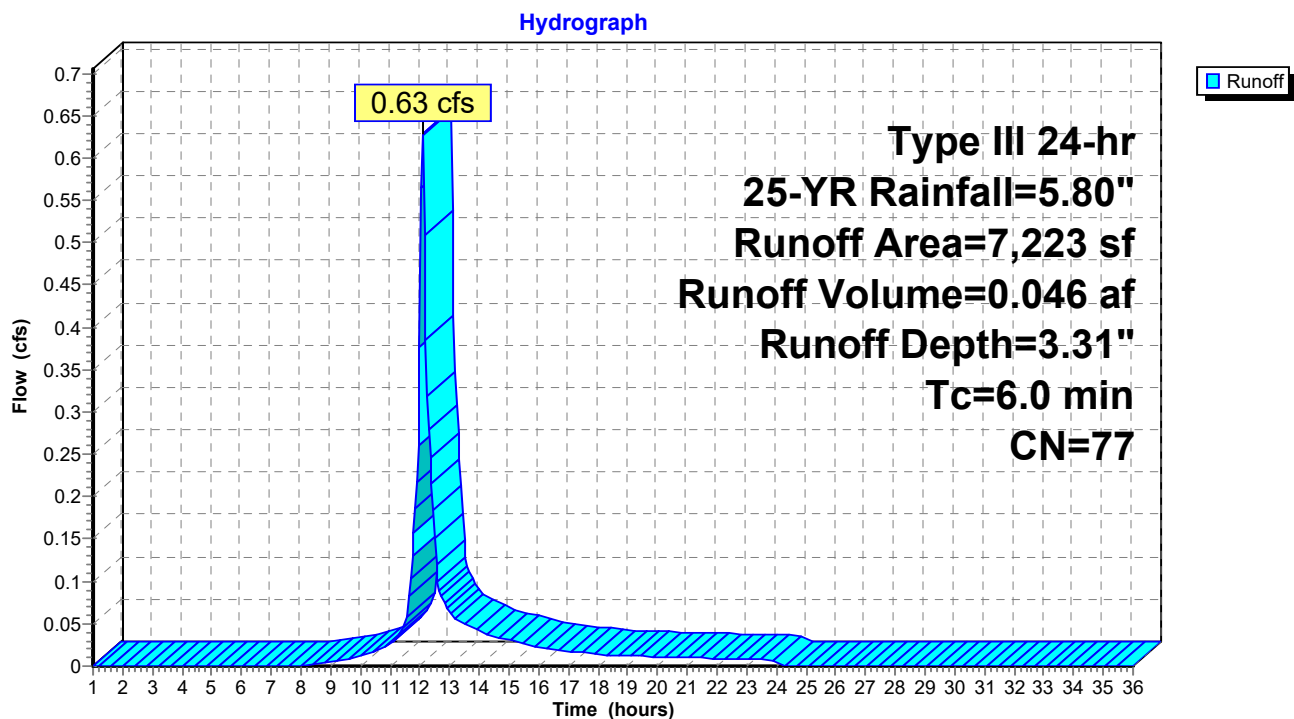
Summary for Subcatchment 1S: Subcat 1

Runoff = 0.63 cfs @ 12.09 hrs, Volume= 0.046 af, Depth= 3.31"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 1.00-36.00 hrs, dt= 0.05 hrs
Type III 24-hr 25-YR Rainfall=5.80"

Area (sf)	CN	Description
1,812	98	Roofs, HSG A
2,498	98	Paved parking, HSG A
2,105	30	Brush, Good, HSG A
* 653	98	Abutting roofs, HSG A
* 155	49	Abutting Landscape, Fair, HSG A
7,223	77	Weighted Average
2,260		31.29% Pervious Area
4,963		68.71% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					Direct Entry,

Subcatchment 1S: Subcat 1

Summary for Reach 2R: ST. JOHN STREET

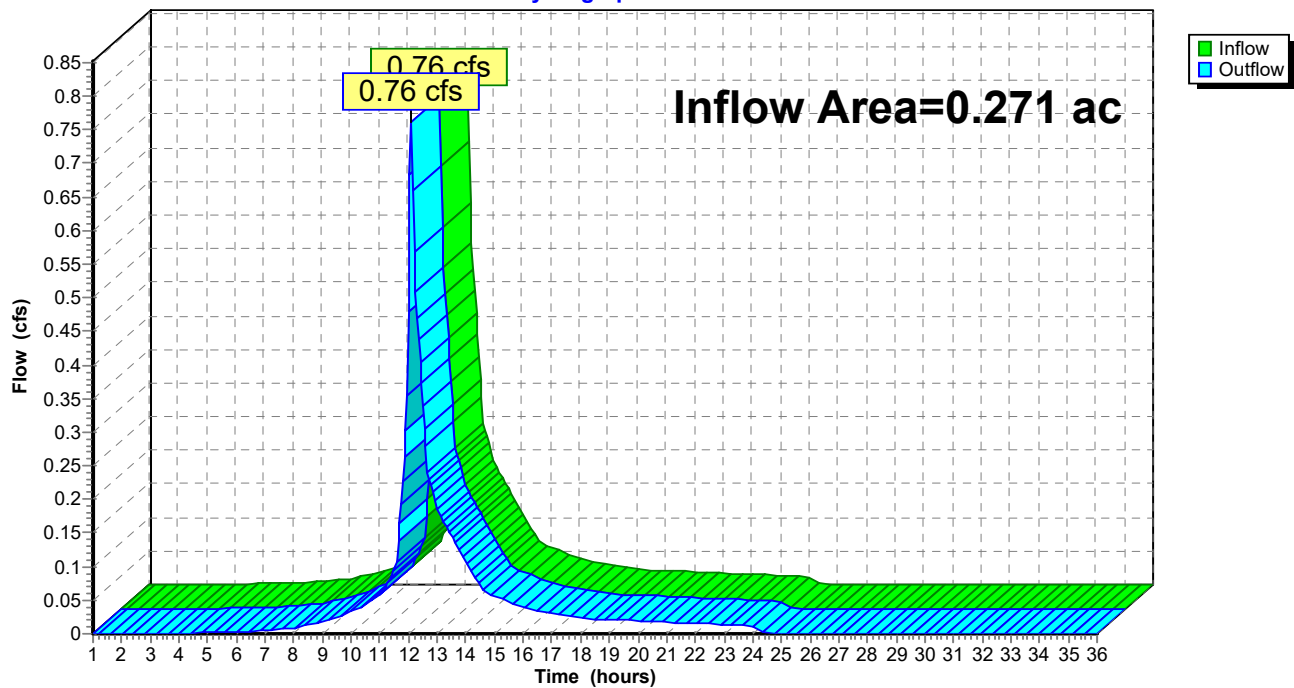
[40] Hint: Not Described (Outflow=Inflow)

Inflow Area = 0.271 ac, 77.03% Impervious, Inflow Depth = 3.87" for 25-YR event
 Inflow = 0.76 cfs @ 12.10 hrs, Volume= 0.087 af
 Outflow = 0.76 cfs @ 12.10 hrs, Volume= 0.087 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 1.00-36.00 hrs, dt= 0.05 hrs

Reach 2R: ST. JOHN STREET

Hydrograph



POST 7.8.21

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Type III 24-hr 25-YR Rainfall=5.80"

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Summary for Pond 1P: FOCAL POINT

Inflow Area = 0.105 ac, 90.14% Impervious, Inflow Depth = 4.76" for 25-YR event
 Inflow = 0.54 cfs @ 12.09 hrs, Volume= 0.042 af
 Outflow = 0.19 cfs @ 12.36 hrs, Volume= 0.042 af, Atten= 65%, Lag= 16.5 min
 Primary = 0.19 cfs @ 12.36 hrs, Volume= 0.042 af

Routing by Stor-Ind method, Time Span= 1.00-36.00 hrs, dt= 0.05 hrs
 Peak Elev= 33.83' @ 12.36 hrs Surf.Area= 286 sf Storage= 430 cf

Plug-Flow detention time= 21.5 min calculated for 0.042 af (100% of inflow)
 Center-of-Mass det. time= 21.5 min (803.6 - 782.1)

Volume	Invert	Avail.Storage	Storage Description
#1	27.50'	148 cf	Crushed Stone (Prismatic) Listed below (Recalc) 600 cf Overall - 231 cf Embedded = 369 cf x 40.0% Voids
#2	28.11'	219 cf	1.31'W x 2.35'L x 2.88'H TANKS x 26 Inside #1 231 cf Overall x 95.0% Voids
#3	31.50'	7 cf	3.00'W x 8.00'L x 1.50'H FOCAL POINT 36 cf Overall x 20.0% Voids
#4	33.00'	77 cf	Custom Stage Data (Prismatic) Listed below (Recalc)
		451 cf	Total Available Storage

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
27.50	150	0	0
31.50	150	600	600

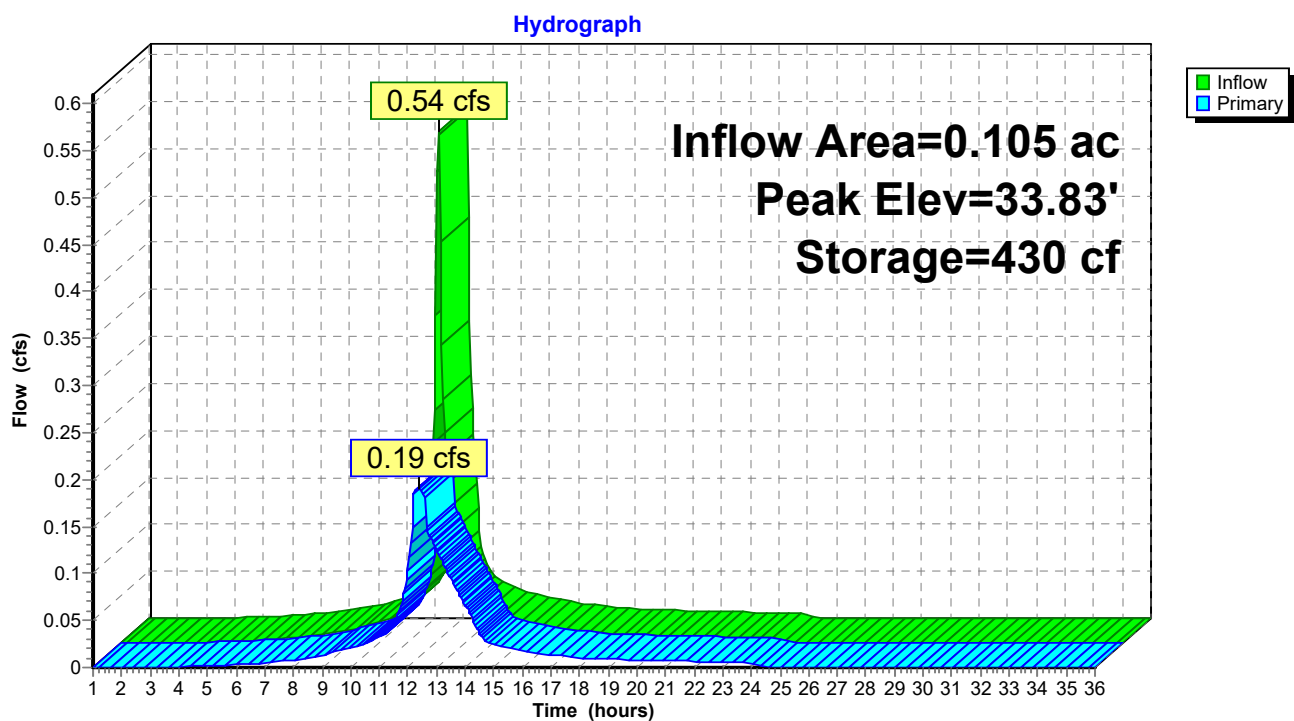
Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
33.00	24	0	0
34.00	130	77	77

Device	Routing	Invert	Outlet Devices
#1	Primary	27.50'	6.0" Round 6" storm drain L= 41.0' CMP, projecting, no headwall, Ke= 0.900 Inlet / Outlet Invert= 27.50' / 27.00' S= 0.0122 ' / ' Cc= 0.900 n= 0.010, Flow Area= 0.20 sf
#2	Device 1	27.50'	1.7" Vert. Orifice/Grate C= 0.600
#3	Device 2	27.50'	100.000 in/hr Exfiltration over Surface area Phase-In= 0.10'
#4	Device 1	33.90'	8.0" Horiz. Overflow Grate C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.19 cfs @ 12.36 hrs HW=33.82' (Free Discharge)

- 1=6" storm drain (Passes 0.19 cfs of 1.84 cfs potential flow)
- 2=Orifice/Grate (Orifice Controls 0.19 cfs @ 12.04 fps)
- 3=Exfiltration (Passes 0.19 cfs of 0.66 cfs potential flow)
- 4=Overflow Grate (Controls 0.00 cfs)

Pond 1P: FOCAL POINT



POST 7.8.21*Type III 24-hr Custom Rainfall=3.10"*

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Time span=1.00-36.00 hrs, dt=0.05 hrs, 701 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment 1.1S: Subcat 1.1

Runoff Area=4,585 sf 90.14% Impervious Runoff Depth=2.16"
Tc=6.0 min CN=91 Runoff=0.26 cfs 0.019 af

Subcatchment 1S: Subcat 1

Runoff Area=7,223 sf 68.71% Impervious Runoff Depth=1.14"
Tc=6.0 min CN=77 Runoff=0.21 cfs 0.016 af

Reach 2R: ST. JOHN STREET

Inflow=0.30 cfs 0.035 af
Outflow=0.30 cfs 0.035 af

Pond 1P: FOCAL POINT

Peak Elev=29.31' Storage=162 cf Inflow=0.26 cfs 0.019 af
Outflow=0.10 cfs 0.019 af

Total Runoff Area = 0.271 ac Runoff Volume = 0.035 af Average Runoff Depth = 1.54"
22.97% Pervious = 0.062 ac 77.03% Impervious = 0.209 ac

POST 7.8.21

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Type III 24-hr Custom Rainfall=3.10"

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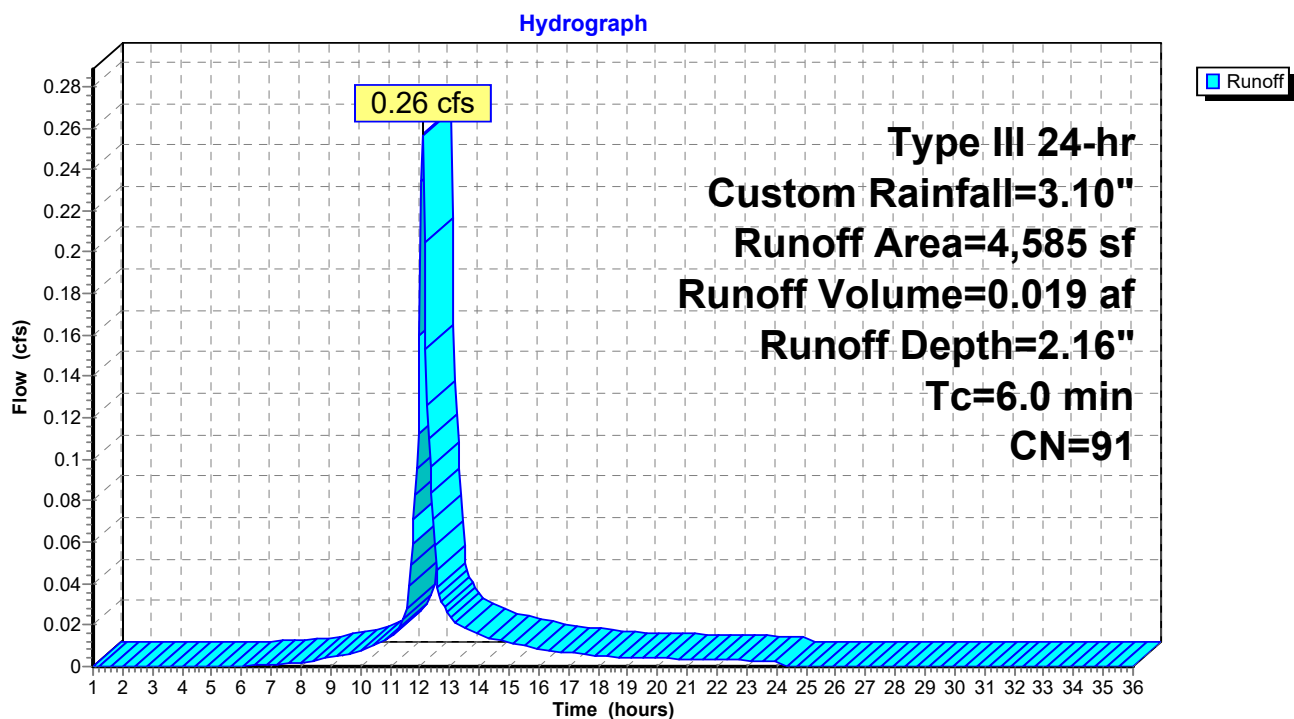
Summary for Subcatchment 1.1S: Subcat 1.1

Runoff = 0.26 cfs @ 12.09 hrs, Volume= 0.019 af, Depth= 2.16"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 1.00-36.00 hrs, dt= 0.05 hrs
Type III 24-hr Custom Rainfall=3.10"

Area (sf)	CN	Description
4,133	98	Roofs, HSG A
452	30	Brush, Good, HSG A
4,585	91	Weighted Average
452		9.86% Pervious Area
4,133		90.14% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					Direct Entry,

Subcatchment 1.1S: Subcat 1.1

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Type III 24-hr Custom Rainfall=3.10"

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Summary for Subcatchment 1S: Subcat 1

Runoff = 0.21 cfs @ 12.10 hrs, Volume= 0.016 af, Depth= 1.14"

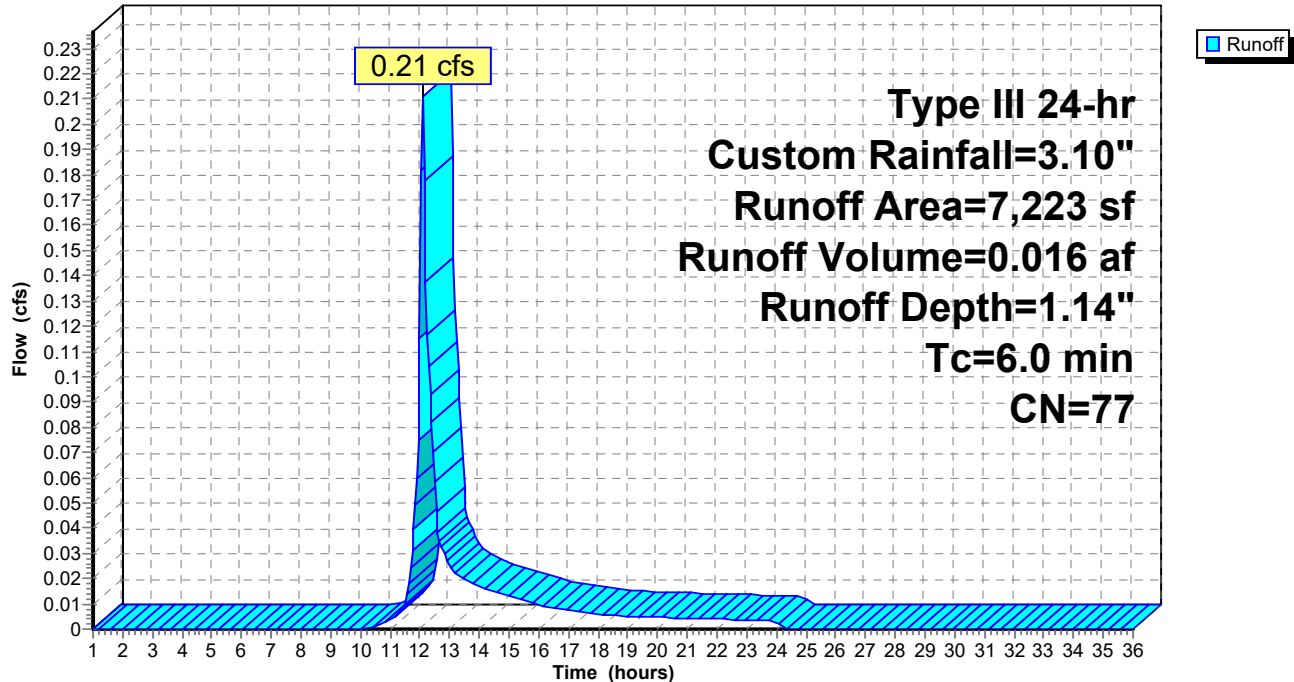
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 1.00-36.00 hrs, dt= 0.05 hrs
Type III 24-hr Custom Rainfall=3.10"

Area (sf)	CN	Description
1,812	98	Roofs, HSG A
2,498	98	Paved parking, HSG A
2,105	30	Brush, Good, HSG A
* 653	98	Abutting roofs, HSG A
* 155	49	Abutting Landscape, Fair, HSG A
7,223	77	Weighted Average
2,260		31.29% Pervious Area
4,963		68.71% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					Direct Entry,

Subcatchment 1S: Subcat 1

Hydrograph



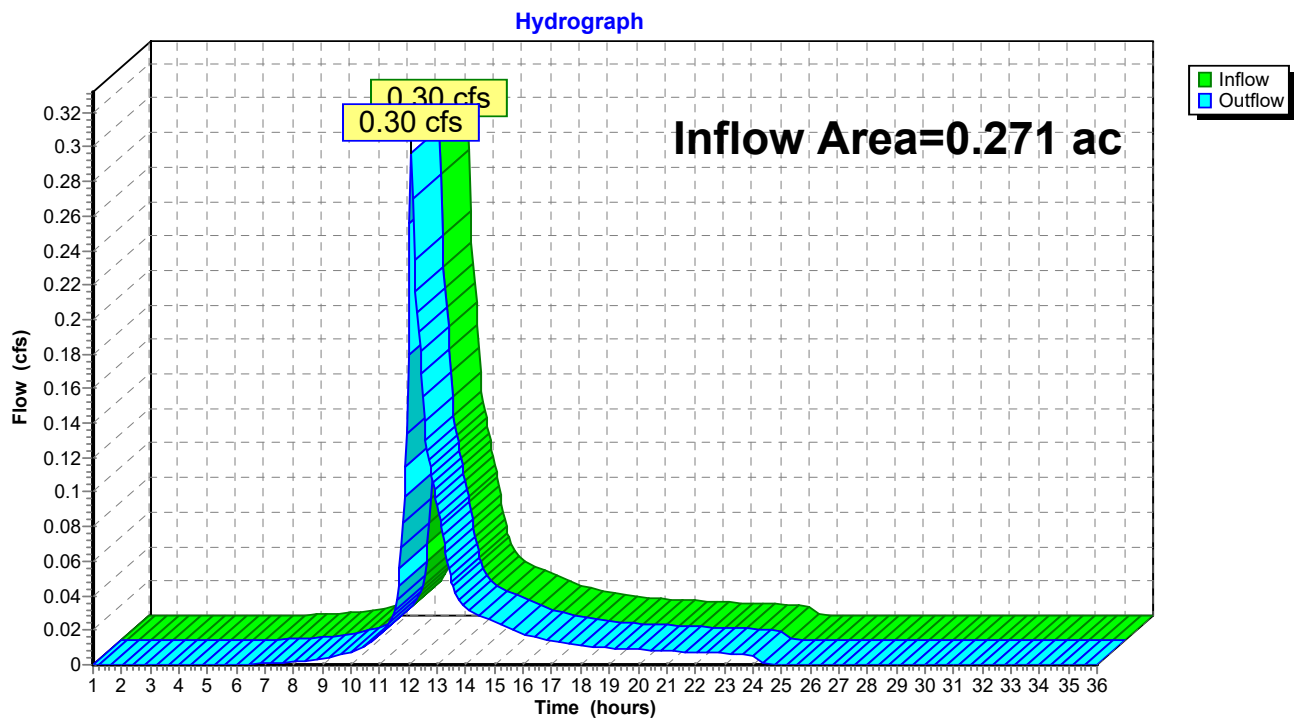
Summary for Reach 2R: ST. JOHN STREET

[40] Hint: Not Described (Outflow=Inflow)

Inflow Area = 0.271 ac, 77.03% Impervious, Inflow Depth = 1.54" for Custom event
 Inflow = 0.30 cfs @ 12.11 hrs, Volume= 0.035 af
 Outflow = 0.30 cfs @ 12.11 hrs, Volume= 0.035 af, Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind+Trans method, Time Span= 1.00-36.00 hrs, dt= 0.05 hrs

Reach 2R: ST. JOHN STREET



POST 7.8.21

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Type III 24-hr Custom Rainfall=3.10"

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Summary for Pond 1P: FOCAL POINT

Inflow Area = 0.105 ac, 90.14% Impervious, Inflow Depth = 2.16" for Custom event
 Inflow = 0.26 cfs @ 12.09 hrs, Volume= 0.019 af
 Outflow = 0.10 cfs @ 12.34 hrs, Volume= 0.019 af, Atten= 61%, Lag= 14.7 min
 Primary = 0.10 cfs @ 12.34 hrs, Volume= 0.019 af

Routing by Stor-Ind method, Time Span= 1.00-36.00 hrs, dt= 0.05 hrs
 Peak Elev= 29.31' @ 12.34 hrs Surf.Area= 150 sf Storage= 162 cf

Plug-Flow detention time= 14.7 min calculated for 0.019 af (100% of inflow)
 Center-of-Mass det. time= 14.7 min (818.3 - 803.7)

Volume	Invert	Avail.Storage	Storage Description
#1	27.50'	148 cf	Crushed Stone (Prismatic) Listed below (Recalc) 600 cf Overall - 231 cf Embedded = 369 cf x 40.0% Voids
#2	28.11'	219 cf	1.31'W x 2.35'L x 2.88'H TANKS x 26 Inside #1 231 cf Overall x 95.0% Voids
#3	31.50'	7 cf	3.00'W x 8.00'L x 1.50'H FOCAL POINT 36 cf Overall x 20.0% Voids
#4	33.00'	77 cf	Custom Stage Data (Prismatic) Listed below (Recalc)
		451 cf	Total Available Storage

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
27.50	150	0	0
31.50	150	600	600

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
33.00	24	0	0
34.00	130	77	77

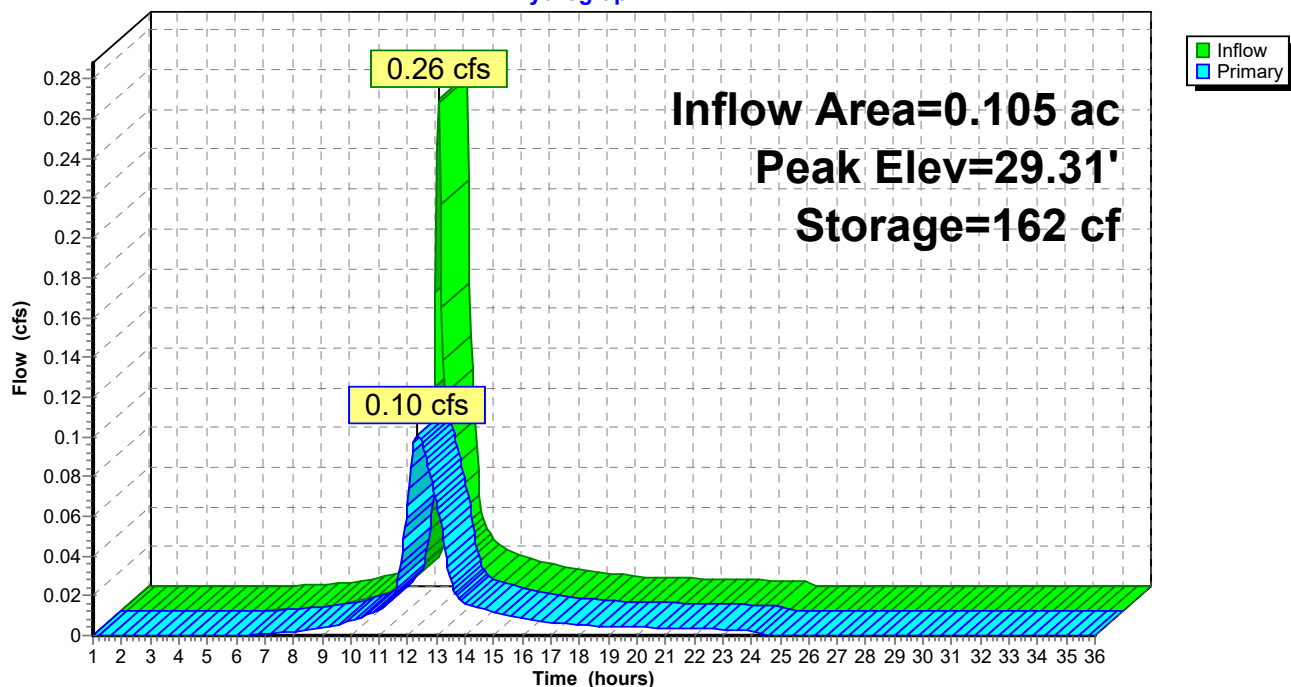
Device	Routing	Invert	Outlet Devices
#1	Primary	27.50'	6.0" Round 6" storm drain L= 41.0' CMP, projecting, no headwall, Ke= 0.900 Inlet / Outlet Invert= 27.50' / 27.00' S= 0.0122 ' / S= 0.0122 ' Cc= 0.900 n= 0.010, Flow Area= 0.20 sf
#2	Device 1	27.50'	1.7" Vert. Orifice/Grate C= 0.600
#3	Device 2	27.50'	100.000 in/hr Exfiltration over Surface area Phase-In= 0.10'
#4	Device 1	33.90'	8.0" Horiz. Overflow Grate C= 0.600 Limited to weir flow at low heads

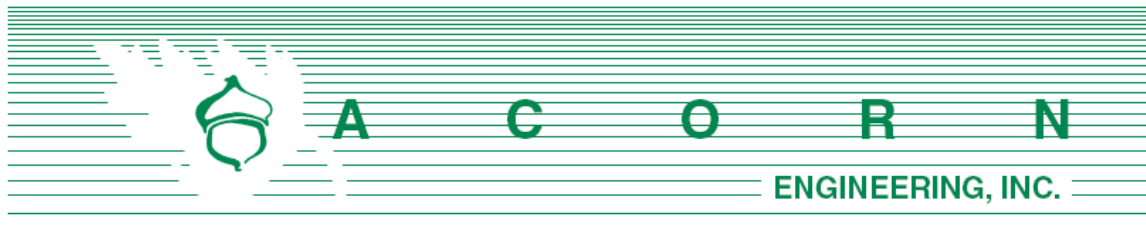
Primary OutFlow Max=0.10 cfs @ 12.34 hrs HW=29.31' (Free Discharge)

- 1=6" storm drain (Passes 0.10 cfs of 0.93 cfs potential flow)
 2=Orifice/Grate (Orifice Controls 0.10 cfs @ 6.35 fps)
 3=Exfiltration (Passes 0.10 cfs of 0.35 cfs potential flow)
 4=Overflow Grate (Controls 0.00 cfs)

Pond 1P: FOCAL POINT

Hydrograph





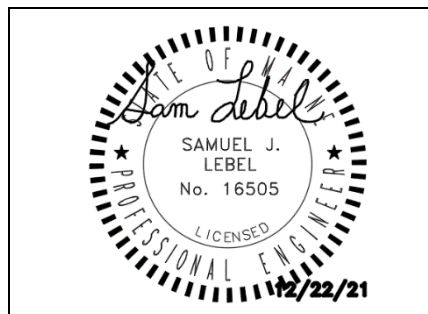
K. EROSION & SEDIMENTATION **CONTROL REPORT**

Prepared For:

**392 St. John Street
Portland, Maine 04101**

Prepared By:

**Acorn Engineering, Inc.
65 Hanover Street
Portland, Maine 04101**



**July 2021
Rev. December 2021**

INTRODUCTION

Acorn Engineering, Inc. has been retained by Alex Coupe, to provide civil engineering services for the proposed residential development to be located at 392 St. John Street. The proposed project includes the development of nine, two-bedroom dwelling units with a first-floor business space. The existing parcel is 11,000 square feet and contains an existing 4-unit building that will be maintained as part of the proposed project. The project proposes to divide the existing property line into two separate conforming parcels with a shared driveway and utility corridor.

The following Erosion and Sedimentation Control Report was developed in accordance with the City of Portland Technical Manual – Section 5 – Portland Stormwater Management Standards and the Maine DEP Chapter 500 Stormwater Management Appendix A and B (1), Amended August 12, 2015. This narrative also meets the standards required in the Maine DEP's Erosion & Sediment Control BMP's Manual, revised in 2016.

1.0 EXISTING CONDITIONS

A plan of the property survey has been prepared by Stephan J. Martin, dated December 2020. Soil borings were prepared by Summit Geoengineering services dated January 19th, 2021.

The property is in the R-6 Residential Zone. Abutting Uses include:

- North-West Residential
- South-East Residential

The lot consists of an existing 4-unit structure which is to be maintained with several site improvements as a result of the proposed development, however the potential maintenance is not a part of the scope of work for the proposed development. The remainder of the site consists of a gravel impervious parking area, surrounded by grassy land with some shrubs towards the rear of the property. The site is currently graded South and South-East towards the abutting property located at 384 St. John Street.

1.1 Existing Soils

Onsite soil information includes the following:

- Soil Conservation Service Medium Intensity Soil Survey for Cumberland County
- Summit Geoengineering Soil Boring Log and Exploration Location Plan

Given the soils information, listed above, no onsite wastewater is proposed; the applicant does not intend to perform a more intense hydric soil boundary delineation because the waiver requirements set forth in the City of Portland Technical Manual – Section 7 – Soil Survey, Rev. 6/17/11 are met.



Summit Geoengineering services investigated 3 soil boring locations on site with a truck mounted rig. Summit analysis collected 6 samples from each location with a termination depth of 27'. B-1 consisted of soft to firm cohesive soils until reaching the groundwater table at 16.5', followed by still to very still cohesive soils. Locations analyzed to further note include the B-2 and B-3. The location of B-2 consisted of soft to stiff cohesive soils to 15' where it returns to soft soils to then be classified with loose granular soils then after. This location hit the groundwater table at 21' which may result in the looser soils consisted in the 20'-22' sample. The second location of interest is B-3, which consisted of a mixture of very loose granular soils, firm and stiff cohesive soils, the groundwater table was then reached at 20' and was then found to have compacted and denser granular soils until boring terminated at 27'.

The area within and surrounding the project includes soil types listed in the table below. The susceptibility of soils to erosion is indicated on a relative "K" scale of values over a range of 0.02 to 0.69. Higher "K" values indicate more erodible soils.

Table 1 - "K" Value		
Soils Type	Subsurface	Substratum
Windsor Loamy Sand	.17	.17

The soil "K" value for the soil, listed above, shows a low susceptibility to erosion. The site's susceptibility to erosion is from the Soil Conservation Service Medium Intensity Soil Survey for Cumberland County. Although the soil "K" value shows a low susceptibility to erosion, implementation of the proposed Erosion & Sedimentation Measures by the contractor will be of the utmost importance given the sustained slope throughout the site.

1.2 Existing Erosion Problems

There are no signs of erosion.

1.3 Critical Areas

There are no critical areas that require special attention during construction.

1.4 Protected Natural Resource

The client is not aware of the presence of any existing significant natural features located on the site as listed in Section 14-526 (b) 1. of the Land Use Code. The project is not located within a watershed classified as an Urban Impaired Stream by the Maine DEP.

1.5 Previous Construction Activity (5 years)

Acorn Engineering, Inc. is not aware of any construction related activities within the project limits within the past 5 years.



1.6 Timber Harvesting

Acorn Engineering, Inc. is not aware of any timber harvesting within the past five years.



2.0 EROSION CONTROL MEASURES AND SITE STABILIZATION

As part of the site development, the following temporary and permanent erosion and sedimentation control devices shall be implemented. Devices shall be installed as described in this report or within the plan set. See the Maine Erosion and Sediment Control Handbook for Construction: Best Management Practices for further reference.

2.1 Temporary Erosion Control Measures

The following temporary erosion and sedimentation control measures are planned for the project's construction period:

2.1.1 Crushed stone stabilized construction entrances shall be placed at all access points to the project site where there are disturbed areas. The following specifications shall be followed at a minimum:

- Stone size shall be 2-3 inches, or reclaimed or recycled concrete equivalent.
- The thickness of the entrance stone layer shall be no less than 6 inches.
- The entrance shall not be less than 20 feet wide, however not less than the full width of points where ingress or egress occurs. The length shall not be less than 50 feet in length.
- Geotextile fabric (woven or non-woven) shall be placed over the entire entrance area.
- The entrance/exit shall be maintained to the extent that it will prevent the tracking of sediment onto public road ways.

2.1.2 Siltation fence or erosion control berm shall be installed down gradient of any disturbed areas to trap runoff borne sediments until permanent stabilization is achieved. The silt fence or erosion control berm shall be installed per the details provided in the plan set and inspected before and immediately after each rainfall and at least daily during prolonged rainfall. Repairs shall be made if there are any signs of erosion or sedimentation below the fence line or berm. If there are signs of undercutting at the center or the edges, or impounding of large volumes of water behind the fence or berm, the barrier shall be replaced with a stone check dam.

2.1.3 Hay mulch including hydro seeding is intended to provide cover for denuded or seeded areas until revegetation is established. Mulch placed between April 15th and November 1st on slopes of less than 15 percent shall be covered by fabric netting and anchored with staples in accordance with the manufacturer's recommendation. Mulch placed between November 1st and April 15th on slopes equal to or steeper than 8 percent and equal to or flatter than 2:1 shall use mats or fabric netting and anchored with staples in accordance with the manufacturer's recommendation.

2.1.4 At any time of the year, all slopes greater than 3:1 shall be stabilized with Double Net Erosion Control Blanket Bionet SC150BN by North American



Green or Approved Equal, or Erosion Control Mix Slope Protection as detailed within the plans.

- 2.1.5 St. John street shall be swept to control mud and dust from the construction site as necessary. Add additional stone to the stabilized construction entrance to minimize the tracking of material off the site and onto the surrounding roadways.
- 2.1.6 During demolition, clearing and grubbing operations, stone check dams shall be installed at any areas of concentrated flow. The maximum height of the check dam shall not exceed 2 feet. The center of the check dam shall be 6 inches below the outer edges of the dam. The contractor shall mulch the side slopes and install stone check dams for all newly excavated ditch lines within 24 hours of their creation.
- 2.1.7 Silt fence stake spacing shall not exceed 6 feet unless the fence is supported with 14-gauge wire in which case the maximum spacing shall not exceed 10 feet. The silt fence shall be “toed” into the ground.
- 2.1.8 Storm drain inlet protection shall be provided to storm drains using any of the following: hay bale drop inlet structures, silt fence drop inlet sediment filter, gravel and wire mesh drop inlet sediment filter, or curb inlet sediment filter. Barriers shall be inspected after every rainfall event and repaired as necessary. Sediments shall be removed when accumulation has reached $\frac{1}{2}$ the design height.
- 2.1.9 Dust control shall be accomplished using any of the following: water, calcium chloride, stone, or an approved MDEP product. Dust control shall be applied as needed to accomplish dust control.
- 2.1.10 Temporary loam, seed, and mulching shall be used in areas where no other erosion control measure is used. Application rates for seeding are provided at the end of this report.
- 2.1.11 Stockpiles shall be stabilized within 7 days of formation unless a scheduled rain event occurs prior to the 7-day window, in which case the stockpile shall be stabilized prior to the rain event. Methods of stabilization shall be mulch, erosion control mix, or erosion control blankets/mats. Silt fence or a wood waste compost filter berm shall be placed downhill of any soil stockpile location.
- 2.1.12 For disturbance between November 1 and April 15, please refer to winter stabilization plan in this report and the Maine Erosion and Sediment Control BMP manual for further information.
- 2.1.13 It is of the utmost importance that stormwater runoff and potential sediment from the construction site be diverted around the proposed underdrains until the trench is backfilled.



2.2 Permanent Erosion Control Measures

The following permanent erosion control measures are intended for post disturbance areas of the project.

2.2.1 All disturbed areas during construction, not subject to other proposed conditions, shall receive a minimum 4" of loam, limed, and mulched. Erosion control blankets or mats shall be placed over the mulch in areas noted in paragraph 4.1 of this report.

2.2.2 All stormwater devices shall be installed and tributary areas stabilized prior receiving stormwater.

2.2.3 Refer to the Maine Erosion and Sediment Control BMP manual for additional information.

3.0 EROSION AND SEDIMENTATION CONTROL PLAN

3.1 The Construction Management & Erosion Control Plan is included within the plan set.

4.0 DETAILS AND SPECIFICATIONS

4.1 Erosion & Sedimentation Control Details and Specifications are included in the plan set.

5.0 STABILIZATION PLAN FOR WINTER CONSTRUCTION

Winter Construction consists of earthwork disturbance between the dates of November 1 and April 15. If a construction site is not stabilized with pavement, a road gravel base, 75% mature vegetation cover or riprap by November 15, then the site shall be protected with over-winter stabilization. Any area not stabilized with pavement, vegetation, mulching, erosion control mix, erosion control mats, riprap, or gravel base on a road shall be considered open.

The contractor shall limit the work area to areas that work will occur in during the subsequent 15 days and so that it can be mulched one day prior to a snow event. The contractor shall stabilize work areas prior to opening additional work areas to minimize areas without erosion control measures.

The following measures shall be implemented during winter construction periods:

5.1 Sediment Barriers

During frozen conditions, sediment barriers may consist of erosion control mix berms or any other recognized sediment barriers as frozen soil prevents the proper installation of hay bales or silt fences.



5.2 Mulching

All areas shall be considered to be denuded until seeded and mulched. Hay and straw mulch shall be applied at a rate of 150 lb. per 1,000 square feet or 3 tons/acre (twice the normal accepted rate of 75-lbs./1,000 s.f. or 1.5 tons/acre) and shall be properly anchored. Erosion control mix must be applied with a minimum 4-inch thickness. Mulch shall not be spread on top of snow. The snow shall be removed down to a one-inch depth or less prior to application. After each day of final grading, the area shall be properly stabilized with anchored hay or straw or erosion control matting. An area shall be considered to have been stabilized when exposed surfaces have been either mulched or adequately anchored so that ground surface is not visible through the mulch. Between the dates of November 1 and April 15, all mulch shall be anchored by either mulch netting, tracking or wood cellulose fiber. The cover will be considered sufficient when the ground surface is not visible through the mulch. After November 1st, mulch and anchoring of all exposed soil shall occur at the end of each final grading workday.

5.3 Soil Stockpiling

Stockpiles of soil or subsoil shall be mulched for over winter protection with hay or straw at twice the normal rate or with a four-inch layer of erosion control mix. This shall be done within 24 hours of stocking and re-established prior to any rainfall or snowfall.

5.4 Seeding

Between the dates of October 15th and April 1st, loam or seed shall not be required. During periods of above freezing temperatures finished areas shall be fine graded and either protected with mulch or temporarily seeded and mulched until the final treatment can be applied. If the date is after November 1st and if the exposed area has not been loamed, final grading with a uniform surface, then the area may be dormant seeded at a rate of 3 times higher than specified for permanent seed and then mulched.

Dormant seeding may be placed prior to the placement of mulch or erosion control blankets. If dormant seeding is used for the site, all disturbed areas shall receive 4" of loam and seed at an application rate of 5 lbs./1,000 s.f. All areas seeded during the winter shall be inspected in the spring for adequate catch. All areas insufficiently vegetated (less than 75% catch) shall be revegetated by replacing loam, seed and mulch. If dormant seeding is not used for the site, all disturbed areas shall be revegetated in the spring.



5.5 Over winter stabilization of disturbed soils

By September 15th, all disturbed soils on areas having a slope less than 15% shall be seeded and mulched. If the disturbed areas are not stabilized by this date, then one of the following actions shall be taken to stabilize the soil for late fall and winter:

- Stabilize the soil with temporary vegetation – By October 1st, seed the disturbed soil with winter rye at a seeding rate of 3lbs per 1,000 s.f., lightly mulch the seeded soil with hay or straw at 75 lbs per 1,000 s.f., and anchor the mulch with plastic netting. Monitor growth of the rye over the next 30 days. If the rye fails to grow at least three inches or fails to cover at least 75% of the disturbed soil before November 1st, then mulch the area for over-winter protection.
- Stabilize the soil with sod – Stabilize the disturbed soil with properly installed sod by October 1st. Proper installation includes pinning the sod onto the soil with wire pins, rolling the sod to guarantee contact between the sod and underlying soil, and watering the sod to promote root growth into the disturbed soil.
- Stabilize the soil with mulch – By November 15th, mulch the disturbed soil by spreading hay or straw at a rate of at least 150 lbs per 1,000 s.f. on the area so that no soil is visible through the mulch. Immediately after applying the mulch, anchor the mulch with plastic netting to prevent wind from moving the mulch off the disturbed soil.

5.6 Over winter stabilization of disturbed slopes

All stone-covered slopes shall be constructed and stabilized by November 15th. All slopes to be vegetated shall be seeded and mulched by September 1st. A slope is considered a grade greater than 15%. If a slope to be vegetated is not stabilized by September 1st, then one of the following action shall be taken to stabilize the slope for late fall and winter:

- Stabilize the soil with temporary vegetation and erosion control mats – By October 1st the disturbed slope shall be seeded with winter rye at a seeding rate of 3 lbs per 1,000 s.f. and then install erosion control mats or anchored mulch over the seeding. If the rye fails to grow at least three inches or fails to cover at least 75% of the slope by November 1st, then the contractor shall cover the slope with a layer of erosion control mix or with stone riprap.
- Stabilize the soil with sod – The disturbed slope shall be stabilized with properly installed sod by October 1st. Proper installation includes the contractor pinning the sod onto the slope with wire pins, rolling the sod to guarantee contact between the sod and underlying soil, and watering the sod to promote root growth into the disturbed soil. The contractor shall not use late-season sod installation to stabilize slopes having a grade greater than 3H:1V or having groundwater seeps on the slope face.



- Stabilize the soil with erosion control mix – Erosion control mix shall be properly installed by November 15th. The contractor shall not use erosion control mix to stabilize slopes having grades greater than 2H:1V or having groundwater seeps on the slope face.
- Stabilize the soil with stone riprap – Place a layer of stone riprap on the slope by November 15th. A registered professional engineer shall be hired to determine the stone size needed for stability on the slope and to design a filter layer for underneath the riprap.

6.0 INSPECTION AND MAINTENANCE

A person with knowledge of erosion and stormwater control, including the standards and conditions in the permit, shall conduct periodic visual inspections of installed erosion control measures. The frequency of inspection shall occur at least once every two weeks, as well as after a “storm event”. A “storm event” shall consist 0.5 inches of rain within a 24-hour period. The following Erosion and Sediment Control - Best Management Practices (BMP's) shall inspected in the manner as described.

6.1 Sediment Barriers

Hay bale barriers, silt fences and filter berms shall be inspected and repaired for the following if there are any signs of erosion or sedimentation below them. If there are signs of undercutting at the center or the edges of the barrier, or impounding of large volumes of water behind them, sediment barriers shall be replaced with a temporary check dam. Should the fabric on a silt fence or filter barrier decompose or become ineffective prior to the end of the expected usable life and the barrier is still necessary, the fabric shall be replaced promptly. Sediment deposits should be removed when deposits reach approximately one-half the height of the barrier. Filter berms should be reshaped as needed. Any sediment deposits remaining in place after the silt fence or filter barrier is no longer required should be dressed to conform to the existing grade, prepared and seeded.

6.2 Stabilized Stone Construction Entrances

The exit shall be maintained in a condition that will prevent tracking of sediment onto public rights-of-way. When the control pad becomes ineffective, the stone shall be removed along with the collected soil material and redistributed on site in a stable manner. The entrance should then be reconstructed. The contractor shall sweep or wash pavement at exits, which have experienced mud-tracking on to the pavement or traveled way. When washing is required, it shall be done on an area stabilized with aggregate, which drains into an approved sediment trapping device. All sediment shall be prevented from entering storm drains, ditches, or waterways.

6.3 Mulched Areas



All mulched areas must be inspected periodically, in particular after rainstorms, to check for rill erosion. If less than 90% of the soil surface is covered by mulch, additional mulch shall be immediately applied. Nets must be inspected after rain events for dislocation or failure. If washouts or breakage occur, re-install the nets as necessary after repairing damage to the slope. Where mulch is used in conjunction with ornamental plantings, inspect periodically throughout the year to determine if mulch is maintaining coverage of the soil surface. Repair as needed.

6.4 Dust Control

When temporary dust control measures are used, repetitive treatment shall be applied as needed to accomplish control.

6.5 Stormwater Appurtenances

All underdrains, storm drains, and catch basins need to be operating effectively and free of debris.

6.6 Erosion and Sedimentation Control Inspections:

Acorn Engineering has personnel qualified to conduct Erosion and Sedimentation Control Inspections. For further information, contact:

Contact: Will Savage, PE
Telephone: (207) 775-2655

Qualifications:

- Maine Professional Engineering License #11419
- Maine DEP - Certified in Maintenance & Inspection of Stormwater BMP's Cert #14
- Certified Erosion, Sediment and Storm Water Inspector (CESSWI) Cert #0293
- Certified Professional in Erosion and Sediment Control (CPESC) Cert. #4620

The Contractor has sole responsibility for complying with the Erosion and Sedimentation Report/Plan, including control of fugitive dust. The Contractor shall be responsible for any monetary penalties resulting from failure to comply with these standards.



7.0 IMPLEMENTATION SCHEDULE

The following implementation sequence is intended to maximize the effectiveness of the above described erosion control measures. Contractors should avoid overexposing disturbed areas and limit the amount of stabilization area.

1. Install a stabilized construction entrance in all locations where construction traffic will enter and exit the site.
2. Install perimeter silt fence or erosion control berm.
3. Install all other erosion control devices as necessary throughout the remainder of this schedule.
4. Commence installation of drainage infrastructure.
5. Prioritize the downhill side to contain runoff within the site while providing an engineered outlet to the municipal storm drain system within St. John Street.
6. Commence earthwork operations, associated with the parking lot construction.
7. Commence installation of utilities.
8. Continue earthwork and grading to subgrade as necessary for construction.
9. Complete installation of drainage infrastructure, as well as other utility work.
10. Complete remaining earthwork operations.
11. Install sub-base and base gravels in paved areas.
12. Install paving, curbing and brickwork.
13. Loam, lime, fertilize, seed and mulch disturbed areas and complete all landscaping.
14. Once the site is stabilized and mulching of landscape areas is complete, remove all temporary erosion control measures.
15. Touch up areas without a vigorous catch of grass with loam and seed.
16. Complete site signage and striping.
17. Execute proper maintenance of all temporary and permanent erosion control measures throughout the project.

The above implementation sequence should be generally followed by the site contractor. However, the contractor may construct several items simultaneously. The contractor shall submit to the owner a schedule of the completion of the work. If the contractor is to commence the construction of more than one item above, they shall limit the amount of exposed areas to those areas in which work is expected to be undertaken during the following 30 days.

The contractor shall re-vegetate disturbed areas as rapidly as possible. All areas shall be permanently stabilized within 7 days of final grading or before a storm event. The contractor shall incorporate planned inlets and drainage systems as early as possible into the construction phase.

8.0 CONCLUSION

The above erosion control narrative is intended to minimize the development impact by implementing temporary and permanent erosion control measures. The contractor shall also refer to the Maine Erosion and Sediment Control BMP manual for additional information.



9.0 ATTACHMENTS

- Temporary Seeding Plan
- Permanent Seeding Plan
- Medium Intensity Web Soil Survey
- Summit Geoengineering Services Exploration Location Plan and Soil Boring Log



TEMPORARY SEEDING PLAN

Site Preparation

The seeded areas shall be feasibly graded out to provide the use of equipment for seedbed preparation, seeding, mulch application, and mulch anchoring. If necessary, the site may require additional temporary erosion control measures outlined in the Erosion Control report.

Seedbed Preparation

Fertilizer shall be applied to the site at a rate of 13.8 pounds per 1,000 square feet. The composition of the fertilizer shall be 10-10-10 (N-P₂O₅-K₂O) or equivalent.

Limestone shall be applied to the site at a rate of 138 pounds per 1,000 square feet.

Seeding

The composition and amount of temporary seed applied to a site shall be determined by the following table:

Seed	Pounds / 1,000 S.F.	Recommended Seeding Dates
Winter Rye	2.57	Aug-15 to Oct-1
Oats	1.84	Apr-1 to Jul-1 Aug-15 to Sep-15
Annual Ryegrass	0.92	Apr-1 to Jul-1
Sudangrass	0.92	May-15 to Aug-15
Perennial	0.92	Aug-15 to Sep-15

Mulching

Mulch shall be applied at a rate of 70 lbs – 90 lbs per 1,000 square feet. The mulch shall be installed at a minimum depth of 4 inches. The seeded area shall be mulched immediately after seed is applied. Mulching during the winter season shall be double the normal amount.

Conclusion

Please refer to the Maine Erosion and Sediment Control BMP manual for additional information pertaining to temporary seeding and mulching.



PERMANENT SEEDING PLAN

Site Preparation

The seeded areas shall be feasibly graded out to provide the use of equipment for seedbed preparation, seeding, mulch application, and mulch anchoring. If necessary, the site may require additional temporary erosion control measures outlined in the Erosion Control report.

Seedbed Preparation

Fertilizer shall be applied to the site at a rate of 13.8 pounds per 1,000 square feet. The composition of the fertilizer shall be 10-10-10 (N-P₂O₅-K₂O) or equivalent.

Limestone shall be applied to the site at a rate of 138 pounds per 1,000 square feet.

Seeding

The composition and amount of permanent seed applied to a site shall be determined by the following table:

Seed	Pounds / 1,000 S.F.
Kentucky Bluegrass	0.46
Creeping Red Fescue	0.46
Perennial Ryegrass	0.11
Total	1.03

Mulching

Mulch shall be applied at a rate of 70 lbs – 90 lbs per 1,000 square feet. The mulch shall be installed at a minimum depth of 4 inches. The seeded area shall be mulched immediately after seed is applied. Mulching during the winter season shall be double the normal amount.

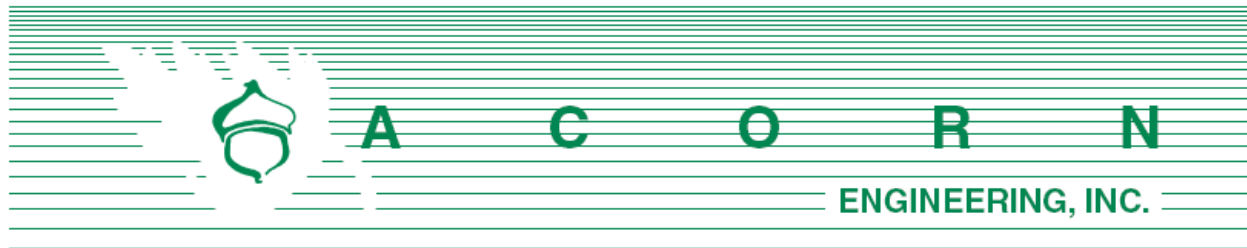
Recommendations

Permanent seeding is recommended to be completed in the spring. Later summer seeding is allowed if completed prior to September 1st. If seeding cannot be accomplished during the periods recommended for permanent seeding, then the contractor shall perform temporary seeding per the temporary seeding plan.

Conclusion

Please refer to the Maine Erosion and Sediment Control BMP manual for additional information pertaining to permanent seeding and mulching.





Chief Keith Gautreau
 City of Portland Fire Department
 380 Congress St.
 Portland, ME 04101

July 9th, 2021

Subject: 392 St. John Street – Fire Department Checklist
 Section L of Application

On behalf of Alex Coupe, the design team is pleased to respond to the Portland Fire Department Site Review Checklist.

1. Name, address, telephone number of applicant

Alex Coupe
 Portland, Maine 04103
 (207) 838-4546

2. Name, address, telephone number of architect

Tracie Reed; Dextrous Creative
 Portland, Maine 04102
 (207) 409-0459

3. Proposed uses of any structures [NFPA and IBC classification]

NFPA: Residential / Apartment Building
 IBC Group: R-2

4. Square footage of all structures, including decks [total and per story]

Proposed Building		
Ground	2,480	sf
2 nd Floor	4,133	sf
3 rd Floor	4,133	sf
Basement	626	sf
Total	11,372	sf

5. Elevation of all structures

The proposed building height is 33.5' which is in accordance with the City of Portland requirements for residential buildings in the R-6 zoning district.



Please refer to the building elevations provided by the Architect for additional information.

6. Proposed fire protection of all structures

The proposed building will be serviced by a 6" sprinkler and 2" domestic service connection to the proposed development. These services will have an associated 6" gate valve and a 2" curb stop. Fire flows and requirements for system storage or booster pumping are subject to the fire professional design which will be performed prior the request for a building permit.

7. Hydrant locations

There are two existing hydrant locations within 310 ft of the proposed structure. The first is along St. John Street, approximately 310 ft Southeast and the other approximately 240 ft North West of the proposed site location. Hydrant flow data from the Portland Water District once received may be made available to the Fire Department upon request.

8. Water main size and location

The development will be serviced by the existing 12" cast-iron deep-water main located within St. John Street. A 6" sprinkler line and a 2" domestic line will serve the proposed development. The building is expected to have internal sprinkler risers and a Fire Department pump connection to St. John Street.

9. Access to all structures [min. 2 sides]

There are 2 proposed entrances to access to the structure. Access is provided directly through the frontage along St. John Street as well as through the proposed drive aisle.

10. A code summary, proved by the Architect, is included in this section.

NFPA 1 – Chapter 18 Fire Department Access and Water Supply

18.2 Fire Department Access:

- St. John Street: Approx. 36 feet

Per NFPA 1 – Chapter 18.2.3.3.1, there will be public street access within 50 feet of at least one exterior door. Per NFPA 1 – Chapter 18.2.3.2.2.1, all first story floors shall be located not more than 450 feet from a Fire Department access road.



The access aisle provides an unobstructed width of 21 feet which is not to impede on the parking structure or be adversely affected by any vertical clearance below 13 ft and 6 inches in accordance with NFPA 1 – Chapter 18.2.3.4.

City of Portland Technical Manual – Section 3 Public Safety

3.4.1 Every dead-end roadway more than one hundred fifty (150') feet in length shall provide a turnaround at the closed end. Turnarounds shall be designed to facilitate future street connectivity and shall always be designed to the right (refer to Figure I-5).

Response: The access roadway to site does not exceed 150 ft therefore provisions for the fire apparatus to turn around is not necessary.

3.4.2 Where possible, developments shall provide access for Fire Department vehicles to at least two sides of all structures. Access may be from streets, access roads, emergency access lanes, or parking areas.

Response: As depicted on the site plan, the proposed building layout provides a minimum of two paved access points to the structure: from St. John Street directly and another from the driveway.

3.4.3 Building setbacks, where required by zoning, shall be adequate to allow for emergency vehicle access and related emergency response activities and shall be evaluated based on the following factors:

- *Building Height.*
- *Building Occupancy.*
- *Construction Type.*
- *Impediments to the Structures.*
- *Safety Features Provided.*

Response: The proposed development layout has contemplated emergency access conditions and provides for safe and efficient access along the public street for emergency vehicles.

3.4.4. Fire Dept. access roads shall extend to within 50' of an exterior door providing access to the interior of the structure.

Response: The building will be provided with exterior doors that will be within 50' of a Fire Department access route.

3.4.5. Site access shall provide a minimum of nine (9) feet clearance height to accommodate ambulance access.

Response: The proposed site maintains the required clearance height of nine feet in all cases.



3.4.6. Elevators shall be sized to accommodate an 80 x 24-inch stretcher.

Response: There are no proposed elevators for this development, therefore elevator sizing is not applicable.

3.4.7. All structures are required to display the assigned street number. Numbers shall be clearly visible from the public right of way.

Response: The applicant will work with the City's Public Works Division to assign street addresses and numbering to meet City Standards.

Thank you for your review. Please let me know if you have any additional questions or comments.

Sincerely,



Sam Lebel, P.E.
Project Manager
Acorn Engineering, Inc.



Code Review
392 St. John Street



Project Description

Three-story, ten-unit apartment building in Portland's R-6 zone. The sprinklered and monitored building of light-frame construction will be Fair Housing Compliant.

Applicable Codes/Regulations

- Portland Zoning and Engineering Technical Standards (see Civil)
- MUBEC
 - IBC 2015
 - IECC 2015
 - NFPA-101 2018
 - NFPA 1
- Fair Housing

IBC 2015

- Construction Type: 5B (unprotected wood frame)
- Occupancy Classification: R-2
- Allowable Stories: 3 (504.4)
- Allowable Area: 21,000 SF (506.2)
- Single-means Egress: W/Rescue opening in bedroom (1006.3.2(1))
- Corridor width: 36" for occupant load under 50 persons (1011.2)
- Handrails: 34-38" AFF (1014.2)
- Guardrails: 42" AFF (1015.3)
- Shaft Enclosures: 60 min (712.1.3.1)
- Acoustical Sep. BTW units: 50+ STC rating (1207.2-3)
- Site Arrival Point: Accessible from public street and passenger loading area (1104.1)
- ADA Parking Location: Where covered parking is provided accessible spaces must be within/beneath the building (1106.2.4)
- Vertical Clearance: In R-2 occupancies vehicular entrance min. ver. Clearance = 7'-0" (1106.5)
- 60% of exterior doors/routes accessible:
- 'Type B' accessible units: In structures with four+ units all dwelling unit shall be Type B, except as reduced by 1106.7.7 (1106.5.1.2)
- Min. 1-story accessible: Min. 1-story with Type B units required. (1107.1.1)
- Structures w/out elevators: Where no elevator is provided, only dwelling units located on stories indicated in 1107.1.1-1107.1.1.2 are required to be Type A or B units (1107.7.1)

IEBC 2015

- Climate: Zone 6 (R301.1)
- Wall Insulation Value: 20+5 or 13+10. R-20 in wall + R-5 continuous (R402.1.2)
- Roof Insulation Value: R-49 (R402.1.2)
- Basement Wall: R-15/19 (R402.1.2)
- Slab: R-10 to 4'-0" below grade (R-402.1.2)

- Floor Wall: R-30 (R402.1.2)
- Fenestration: U: 0.32, SHGC: NR (R402.1.2)

NFPA 101-2018 (Chapter 30)

- Exit Enclosures: 1-hr rating (30.2.2.1.2)
- Number of exits: Single-exit permitted for building under 4 stories with 4 or less units per story, travel distance from entrance door to exit does not exceed 35'-0", self-closing doors are provided (30.2.4.6)
- Travel w/in a unit to exit: Shall not exceed 75'-0" (30.2.6.2)
- Emergency lighting: Provided in buildings over 4-stories and 12 units. (30.2.9)
- Unit door rating: 1-hour (30.3.1.1.4)
- Fire Alarm: Required in buildings w/4 or more stories, or more than 11 units (30.3.4.1.1)
- Carbon monoxide alarms: Outside each dwelling unit sleeping area, on each level of a dwelling unit (30.3.5.6.2)
- Sprinklers: A supervised automatic sprinkler system is required in all buildings (30.3.4.1).

M. Wastewater Capacity

The proposed project includes a three story 9-unit residential building with ground floor business space to be constructed. Based upon the Section 4 of the Maine Subsurface Wastewater Disposal Rules, the project anticipates the following daily flows:

Estimate of Anticipated Daily Flows				
Development	Unit Size	Number of Units	Gallons per Day per Unit	Total Gallons per Day
Existing Flow				
Multifamily	2-Bedroom	2	180	360
Multifamily	1-Bedroom	2	120	240
Total Gallons per Day (Existing)				600 GPD
Proposed Flow				
Multifamily	2-Bedroom	9	180	1,620
Multifamily	2-Bedroom	2	180	360
Multifamily	1-Bedroom	2	120	240
Business	2-Employee	1	24	24
Total Gallons per Day (Proposed)				2,244 GPD
Net Change				+1,644 GPD
*Values based on STATE OF MAINE: SUBSURFACE WASTEWATER DISPOSAL RULES, most recent edition				

As seen above, the project anticipates an increase in daily flow rate of approximately 1,644 gallons. Please see attached for the formal application template.



N. Lighting

See cut sheets attached for the proposed project located at 392 St John Street. Please refer to Sheet C-10 for preliminary lighting plan.

**Job Name:**

128R NORTH STREET
Distributor: SWANEY LIGHTING
(SCARBOROUGH)

Catalog Number:

TRV-D/24L-27/3K7/4/UNV/**

Type:**WP****Notes:**

SLA19-42917

TRAVERSE SERIES

SURFACE/CEILING/GARAGE

Cat.#

Job

Type

Approvals


BEACON
design - performance - technology
SPECIFICATIONS**Intended Use:**

The Traverse luminaire is a wall surface mounted luminaire with a field replaceable LED light engine & optical bezel system. Internal components are totally enclosed in rain-tight and corrosion-resistant die cast aluminum housing. The TRV Luminaire is suitable for wet locations when ordered as a downlight.

Construction:

- Traverse luminaire consists of a die cast aluminum two-piece housing.
- Die cast main (thermal) housing provides direct heat exchange between the LED light engine and the cool outdoor.
- LED drivers are thermally isolated from the main housing, mechanically attached and heat sunk to the rear housing.
- Shape of the main housing is designed to prevent debris accumulation and as a bird nesting deterrent. The back and main housings are designed to hinge open for easy mounting and easy access.

LED/Optics:

- Optical one piece cartridge system consisting of an LED engine, LED lamps, optics, gasket and stainless steel bezel.
- Cartridge is held together with internal brass standoffs soldered to the board so that it can be field replaced as a one piece optical system.
- A die cut silicone foam gasket ensures a weather-proof seal around each individual LED.
- Optics are held in place without the use of adhesives.
- Cartridge assembly is available in various lighting distributions using TIR designed acrylic optical lenses over each LED.

Electrical:

- 100V through 277V, 50 Hz to 60 Hz (UNV, 347/480V).
- Dimming drivers are standard, but must contact factory to request wiring leads for purpose of external dimming controls.
- Component-to-component wiring within the luminaire may carry no more than 80% of rated load and is certified by UL for use at 600 VAC at 50°C or higher.
- Plug disconnects are certified by UL for use at 600 VAC, 13A or higher. 13A rating applies to primary (AC) side only.
- Surge protection - 20kA

Controls/Options:

- Traverse is available with an optional passive infrared (PIR) motion sensor capable of detecting motion 360° around the luminaire. When no motion is detected for the specified time, the Motion Response system reduces the wattage down to a factory preset level, reducing light level accordingly. When motion is detected, the luminaire returns to full wattage and full light output. Please contact Beacon Products if project requirements vary from the standard configurations.
- Available with Energeni for optional set dimming, timed dimming with simple delay, or timed dimming based on time of night (see Energeni product page for more details www.beaconproducts.com/products/energeni).

- In addition, Traverse can be specified with SiteSync™ wireless control system for reduction in energy and maintenance cost while optimizing light quality 24/7. See ordering information or visit for more details: www.hubbellautomation.com/products/sitesync/

Installation:

- Rear housing (back plate) is designed with various bolt patterns for direct wall mounting or mounting to a recessed junction box.
- Rear housing has three integral 3/4" NPT power feed locations (bottom and each side) for surface mounted conduit applications.
- After mounting the rear housing to the wall or junction box, the main housing is designed to attach and hinge closed after connecting the male and female quick connectors.
- Mounting design permits a simple retrofit to existing wall luminaires that utilize or recessed junction boxes.

Finish:

- IFS polyester powder-coat electrostatically applied and thermocured.
- IFS finish consists of a five stage iron phosphate chemical pretreatment regimen with a polymer primer sealer, oven dry off, and top coated with a thermoset super TGIC polyester powder coat finish.
- The finish meets the AAMA 2604 performance specification which includes passing a 3000 hour salt spray test for corrosion resistance and resists cracking or loss of adhesion per ASTM D522 and resists surface impacts of up to 160 inch-pounds.

Listings:

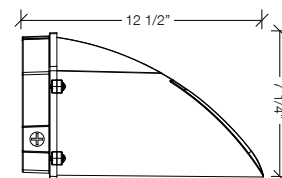
- The luminaire shall bear a CSA label and be marked suitable for wet locations (standard).
- This product is approved by the Florida Fish and Wildlife Conservation Commission. Separate spec available at: <http://www.beaconproducts.com/products/traverse>

Warranty:

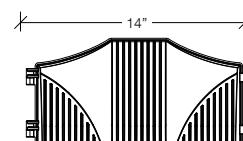
Five year limited warranty for more information visit: www.hubbellighting.com/resources/warranty

PRODUCT IMAGE(S)

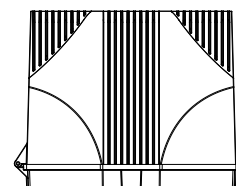
Shown with SiteSync™

DIMENSIONS

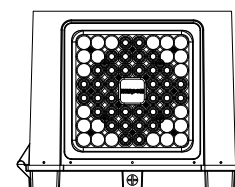
Side View



Front View



Top View



Bottom View

CERTIFICATIONS/LISTINGS

*3000K and warmer CCTs only



Beacon Products • 2041 58th Avenue Circle East Bradenton, FL 34203 • Phone: 800-345-4928

Due to our continued efforts to improve our products, product specifications are subject to change without notice.

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Submitted by Swaney Lighting	Job Name: 128R NORTH STREET Distributor: SWANEY LIGHTING (SCARBOROUGH)	Catalog Number: TRV-D/24L-27/3K7/4/UNV/**	Type: WP
		Notes:	SLA19-42917

ORDERING INFORMATION ORDERING EXAMPLE: TRV-D/60L-136/5K7/5R/UNV/GENIXX/PEC-208/BL

SERIES	ENGINE-WATTS	CCT/CRI ¹¹	OPTICS	CONTROL OPTIONS	FINISH
TRV-D Traverse Down Light	24L-27 27 Watts - LED array	3K7 3000K, 70 CRI	2 Type II	GENI-XX ⁶ Energeni	BL Black textured
TRV-U ¹ Traverse Up Light (lens req.)	24L-55 55 Watts - LED array	4K7 4000K, 70 CRI	3 Type III	SWP ^{7,8} SiteSync Wireless Pre-Commission	DB Dark bronze
	36L-80 80 Watts - LED array	5K7 5000K, 70 CRI	4 Type IV	SWPM ^{7,9} SiteSync Wireless Pre-Commission w/ Occupancy Sensor	GYS Light gray smooth
	48L-110 110 Watts - LED array		5R Type V, rectangular		PS Platinum silver
	60L-136 136 Watts - LED array		2X2 Narrow spot flood		WH White textured
			5X5 Medium flood		Specify standard finish
					ELECTRICAL OPTIONS
					PEC-120 photocell, button 120V
					PEC-208 photocell, button 208V
					PEC-240 photocell, button 240V
					PEC-277 photocell, button 277V
					2PF ^{2,3,10} Dual power feed
					BPC ⁴ Cold weather battery pack
					SENSOR OPTIONS
					MOB ^{3,5,7,9} Occupancy Sensor (33% or 50% dimming)
					VOLTAGE
					UNV 120-277V
					347 347V
					480 480V

¹ Indoor use only

² Not available on 24L-27

³ Not available @ 347V or 480V input

⁴ 36L-80 only, not available with SWP or SWPM control options

⁵ Not available on 48L-110 or 60L-136

⁶ When ordering Energeni, specify the routine setting code (example GENI-04). See Energeni brochure and instructions for setting table and options. Not available with sensor options.

⁷ Not available with other control or sensor options. PEC is available with MOB.

⁸ Specify group and zone. See SiteSync product page www.hubbell-lighting.com/products/sitesync/ for more details.

⁹ Specify time delay; dimming level and mounting height.

¹⁰ Not available with SWP or SWPM control options.

¹¹ This product is approved by the Florida Fish and Wildlife Conservation Commission. Separate spec available at: http://cdn.beaconproducts.com/content/products/specs/specs_files/Traverse_LED_turtle_spec_sheet.pdf

PRECOMMISSIONED SITESYNC ORDERING INFORMATION: When ordering a fixture with the SiteSync lighting control option, additional information will be required to complete the order. The SiteSync Commissioning Form or alternate schedule information must be completed. This form includes Project location, Group information, and Operating schedules. For more detailed information please visit www.hubbell-lighting.com/products/sitesync/ or contact Hubbell Lighting tech support at (800) 345-4928.

SiteSync fixtures with occupancy sensor (SWPM) require the mounting height of the fixture for selection of the lens.

Examples: TRV/24L-55/5K7/3/UNV/SWP/BL
TRV/24L-55/5K7/3/UNV/SWPM-20F/BL

SiteSync only
SiteSync with Occupancy Sensor

MOB ORDERING INFORMATION: When ordering a fixture with a dimming occupancy sensor option (MOB), please specify the appropriate information. These settings are specified in the ordering as shown in the example below.

TRV/24L-55/5K7/3/UNV/MOB - 1 to 30 min. - 33% or 50% - ?? / BL

High to Dim Delay Low Level Mounting Height (ft.)

Accessories and Services (Ordered Separately)

Catalog Number	Description
SWUSB*	SiteSync loaded on USB flash drive (Windows based only)
SWTAB*	SiteSync Windows Tablet
SWBRG*	SiteSync Wireless Bridge Node

*When ordering with SiteSync, one of the following interface options must be chosen and ordered separately. Each option contains the SiteSync License, GUI and Bridge Node.

+ If needed, an additional Bridge Node can be ordered.



SiteSync Lighting Control is available from our most popular brands in a broad range of award-winning product families.



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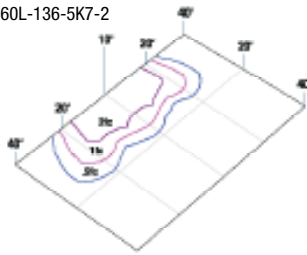
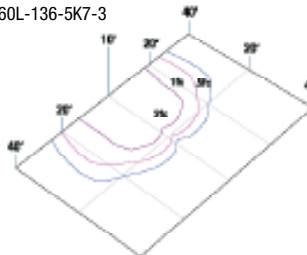
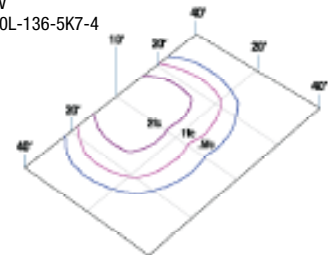
**Job Name:**128R NORTH STREET
Distributor: SWANEY LIGHTING
(SCARBOROUGH)**Catalog Number:**

TRV-D/24L-27/3K7/4/UNV/**

Notes:

Type:**WP**

SLA19-42917

PHOTOMETRICSType II
TRV-60L-136-5K7-2Type III
TRV-60L-136-5K7-3Type IV
TRV-60L-136-5K7-4**PERFORMANCE DATA**

# LED'S	DRIVE CURRENT	SYSTEM WATTS 120-277V	DISTRIBUTION TYPE	5K (5000K nominal, 67 CRI)					4K (4000K nominal, 70 CRI)					3K (3000K nominal, 80 CRI)				
				LUMENS	LPW'	B	U	G	LUMENS	LPW'	B	U	G	LUMENS	LPW'	B	U	G
24	700mA	27W	2	3746	139	1	0	1	3783	142	1	0	1	3413	126	1	0	1
			3	3723	138	1	0	1	3760	141	1	0	1	3392	126	1	0	1
			4	3753	139	0	0	1	3791	142	0	0	1	2850	106	0	0	1
			4W	3689	137	1	0	1	3726	140	1	0	1	3360	124	1	0	1
			5R	3809	141	2	0	1	3847	144	2	0	2	3470	129	2	0	1
			5X5	3815	141	N/A	N/A	N/A	3854	144	N/A	N/A	N/A	3476	129	N/A	N/A	N/A
			2X2	4086	151	N/A	N/A	N/A	4127	155	N/A	N/A	N/A	3723	138	N/A	N/A	N/A
24	700mA	55W	2	6243	108	1	0	1	6306	109	1	0	2	5688	98	1	0	1
			3	6204	107	1	0	2	6267	108	1	0	2	5653	98	1	0	2
			4	6273	108	3	0	1	6336	109	3	0	1	5715	99	3	0	1
			4W	6148	106	1	0	2	6210	107	1	0	2	6501	97	1	0	2
			5R	6348	110	3	0	1	6412	111	3	0	1	5784	100	3	0	1
			5X5	6359	110	N/A	N/A	N/A	6423	111	N/A	N/A	N/A	5793	100	N/A	N/A	N/A
			2X2	6810	118	N/A	N/A	N/A	6879	119	N/A	N/A	N/A	6205	107	N/A	N/A	N/A
36	700mA	80W	2	9364	110	1	0	2	9458	111	1	0	2	8531	100	1	0	2
			3	9307	109	1	0	2	9401	110	1	0	3	8480	99	1	0	2
			4	9409	110	3	0	2	9504	111	3	0	2	8573	100	3	0	2
			4W	9221	108	1	0	2	9315	109	1	0	2	8402	98	1	0	2
			5R	9522	111	3	0	2	9618	113	3	0	2	8676	102	3	0	1
			5X5	9538	112	N/A	N/A	N/A	9635	113	N/A	N/A	N/A	8690	102	N/A	N/A	N/A
			2X2	10215	120	N/A	N/A	N/A	10319	121	N/A	N/A	N/A	9308	109	N/A	N/A	N/A
48	700mA	110W	2	12485	114	2	0	2	12611	115	2	0	2	11375	104	2	0	2
			3	12409	113	1	0	3	12534	114	1	0	3	11306	103	1	0	3
			4	12546	114	4	0	2	12672	116	4	0	2	11430	104	4	0	2
			4W	12295	112	2	0	3	12419	113	2	0	3	11202	102	1	0	3
			5R	12696	116	4	0	2	12824	117	4	0	2	11568	105	3	0	2
			5X5	12717	116	N/A	N/A	N/A	12846	117	N/A	N/A	N/A	11587	106	N/A	N/A	N/A
			2X2	13620	124	N/A	N/A	N/A	13758	125	N/A	N/A	N/A	12410	113	N/A	N/A	N/A
60	700mA	136W	2	15606	114	2	0	2	15764	116	2	0	2	14219	104	2	0	2
			3	15511	114	2	0	3	15668	115	2	0	3	14133	104	2	0	3
			4	15682	115	4	0	2	15840	116	4	0	2	14288	105	4	0	2
			4W	15369	113	2	0	3	15524	114	2	0	3	14003	103	2	0	3
			5R	15870	116	4	0	2	16030	117	4	0	2	14459	106	4	0	2
			5X5	15897	116	N/A	N/A	N/A	16058	118	N/A	N/A	N/A	14484	106	N/A	N/A	N/A
			2X2	17026	125	N/A	N/A	N/A	17198	126	N/A	N/A	N/A	15512	114	N/A	N/A	N/A

*Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown. Actual performance may differ as a result of end-user environment and application.



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**Job Name:**

128R NORTH STREET
Distributor: SWANEY LIGHTING
(SCARBOROUGH)

Catalog Number:

TRV-D/24L-27/3K7/4/UNV/**

Notes:

Type:**WP**

SLA19-42917

PROJECTED LUMEN MAINTENANCE

AMBIENT TEMP.	0	25,000	50,000	TM-21-11 60,000	100,000	Calculated L70 (HOURS)
25°C / 77°F	1.00	0.97	0.96	0.95	0.93	>560,000

¹ Projected per IESNA TM-21-11

Data references the extrapolated performance projections for the base model in a 40°C ambient, based on 10,000 hours of LED testing per IESNA LM-80-08.

ELECTRICAL DATA

# OF LEDS	NUMBER OF DRIVERS	DRIVE CURRENT (mA)	INPUT VOLTAGE (V)	OPER. CURRENT (Amps)	SYSTEM POWER (Watts)
24	1	(350mA)	120	0.27	27.0
			277	0.12	
24	2	(700mA)	120	0.55	55.0
			277	0.24	
36	1	(700mA)	120	0.80	80.0
			277	0.35	
48	1	(700mA)	120	1.10	110.0
			277	0.48	
60	1	(700mA)	120	1.36	136.0
			277	0.59	

AMBIENT TEMPERATURE		LUMEN MULTIPLIER
0°C	32°F	1.02
10°C	50°F	1.01
20°C	68°F	1.00
25°C	77°F	1.00
30°C	86°F	1.00
40°C	104°F	0.99
50°C	122°F	0.98

Use these factors to determine relative lumen output for average ambient temperatures from 0-50°C (32-122°F).



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Submitted by Swaney Lighting	Job Name: 128R NORTH STREET Distributor: SWANEY LIGHTING (SCARBOROUGH)	Catalog Number: CY1-15-4K7-1-WG-UNV-**-R-FPP	Type: CY
		Notes:	SLA19-42917

Cypher™ – CY1 Accent Scale

TYPE

FEATURES

- Integral Battery Backup Option
- 360° Light Distribution
- RGBW or Static White Luminous Front Option
- IES Type I, II, III & IV Distributions
- Wall Graze, Spot and Pencil Distributions
- Multiple Fascia Options and Finishes
- 0-10V dimming
- IP-66 Housing & Optical System
- 120-277V
- 3000K, 4000K & 5000K CCT
- 10kA Surge Protection
- Fascia Forms F, E and T are ADA compliant for use in low mounting height applications (80 inches or less)
- IDA approved, downlight only, 3000K and warmer CCTs



ORDERING CODE

1	2	3	4	5	6	7	8	9	10	11	12
Series-Output	CCT/CRI	Model	Main Distribution	Secondary Distribution	Voltage	Housing Finish	Fascia Form	Luminous Front	Fascia Panel	Control Options	Options

SERIES-OUTPUT (Base)

CY1-15	15w, 1500 nominal lumens
CY1-25	25w, 2500 nominal lumens

CCT-CRI

27K8	2700K, 80CRI
3K7	3000K, 70CRI
3K8	3000K, 80CRI
4K7	4000K, 70CRI
4K8	4000K, 80CRI
5K7	5000K, 70CRI

MODEL (Light Engine)

1	DownLight Only
2	50/50 Down/Up, Down/Up distributions must match
3	90/10 Down/Up
4	25/25/25/25 Split, Down/Up/Side distributions must match
5	70/10/10/10 Split, Top/Side distributions must match

Contact factory for custom distributions,
See Distribution Matrix on page 2 for restrictions.

MAIN DISTRIBUTION (Down)

1	IES Type I
2	IES Type II
3	IES Type III
4	IES Type IV
SP	15° Spot/Column
WG	60° Wall Graze
1D	Type 1 Diffused
2D	Type 2 Diffused
3D	Type 3 Diffused
4D	Type 4 Diffused

SECONDARY DISTRIBUTION (Up, Sides)

1	IES Type I
2	IES Type II
3	IES Type III
4	IES Type IV
SP	15° Spot/Column
WG	60° Wall Graze
PB*	Pencil Beam
1D	Type 1 Diffused
2D	Type 2 Diffused
3D	Type 3 Diffused
4D	Type 4 Diffused

* PB distribution is available for 90/10 and 70/10/10/10 models only. Not all combinations are recommended.
See Distribution Matrix on page 2 for restrictions.

VOLTAGE

UNV	120-277V
-----	----------

BASE HOUSING FINISH

Standard Colors

AGN	Antique Green
BL	Black
BLT	Matte Black
CRT	Corten
DB	Dark Bronze
DGN	Dark Green
GT	Graphite
LG	Light Grey
MAL	Matte Aluminum
MDB	Metallic Bronze
MG	Medium Grey
TT	Titanium
VBU	Verde Blue
WDB	Weathered Bronze
WH	Arctic White

Specify standard finish

Premium Colors

SFM	Seafoam
SHK	Shamrock
SPP	Salt and Pepper
WCP	Weathered Copper
RAL	Provide a RAL 4 digit color number
CUSTOM COLOR	Please provide color chip for matching

FASCIA FORM

F	Flat
R	Radius/Curved
T	Triangle/Wedge
E	Rounded Edge
C	Circle/Curved
CB	Cylinder Balanced
CT	Cylinder Tall
CBM	Custom Building Material Mount Ghost Fascia

LUMINOUS FRONT

BLANK	Standard None
RGBW	RGBW Luminous Front
LFSW	Static White Luminous Front

RGBW and LFSW luminous fronts are only available with open, four square and perforated fascia panels

FASCIA PANEL

FPP	Full Panel Painted
FPS	Full Panel Stainless Steel
FPC	Full Panel Copper
OPP	Open Panel Painted
OPS	Open Panel Stainless Steel
OPC	Open Panel Copper
4PP	4-Square Panel Painted
4PS	4-Square Panel Stainless Steel
4PC	4-Square Panel Copper
PPP	Perforated Panel Painted
PPS	Perforated Panel Stainless Steel
PPC	Perforated Panel Copper

Flat and Radius Fascia forms only. Painted panels by default match base housing finish/color. Consult factory for custom panel finishes.

CONTROL OPTIONS

PCU	Universal Button Photocell (120-277V)
-----	---------------------------------------

OPTIONS

EM	Battery Backup Unit -20°C
SF	Single Fuse (120, 277)
DF	Double Fuse (208, 240)

Battery Backup not available with Triangle and Rounded Edge Fascia Forms.



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JOB	_____
TYPE	_____
NOTES	_____



Job Name:
128R NORTH STREET
Distributor: SWANEY LIGHTING
(SCARBOROUGH)

Catalog Number:
CY1-15-4K7-1-WG-UNV-**-R-FPP

Notes:

Type:

CY

SLA19-42917

Cypher™ – CY1 Accent Scale

TYPE

Distribution Matrix

FASCIA	DISTRIBUTION				
	1 Down Only	2 50 Down/50 Up	3 90 Down/10 Up	4 25/25/25/25 Split	5 70 Down 10/10/10 Split
Window/Options Flat* F	I, II, III, IV, SP, WG	I, II, III, IV, SP, WG	I, II, III, IV, SP, WG	SP/WG SP/WG	SP/WG/PB SP/WG/PB
Window/Options Radius Curve R	SP/WG	SP/WG SP/WG	SP/WG/PB SP/WG	SP/WG SP/WG	SP/WG/PB SP/WG/PB
Cylinder Balanced CB	SP/WG	SP/WG SP/WG	SP/WG/PB SP/WG	SP/WG SP/WG	SP/WG/PB SP/WG/PB
Cylinder Tall CT	I, II, III, IV, SP, WG	SP/WG SP/WG	SP/WG/PB I, II, III, IV, SP, WG	SP/WG SP/WG	SP/WG/PB I, II, III, IV, SP, WG
Triangle Wedge* T	I, II, III, IV, SP, WG	I, II, III, IV, SP, WG	SP/WG/PB I, II, III, IV, SP, WG		
Rounded Edge* E	I, II, III, IV, SP, WG	I, II, III, IV, SP, WG	SP/WG/PB I, II, III, IV, SP, WG		
Circle/ Curved C	SP, WG	SP, WG SP, WG	SP/WG/PB SP, WG		
Ghost	I, II, III, IV, SP, WG	I, II, III, IV, SP, WG	SP/WG/PB I, II, III, IV, SP, WG	SP/WG SP/WG	SP/WG/PB SP/WG/PB

* ADA compliant for use in low mounting height applications (80 inches or less)
2 Down/Up distributions must match
4 Down/Up/Side distributions must match
5 Top/Side distributions must match
Contact factory for custom distributions



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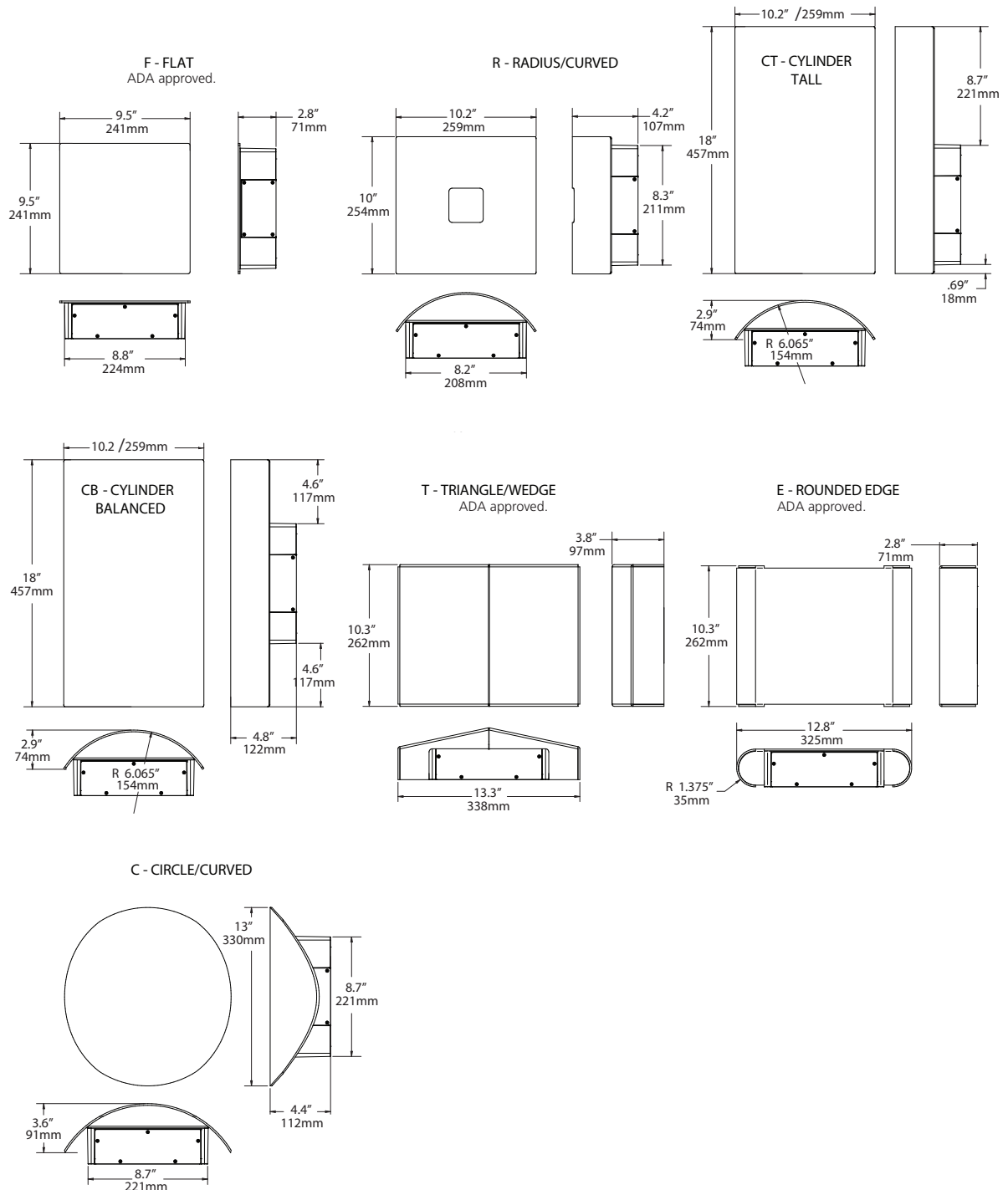
JOB _____
TYPE _____
NOTES _____

| 2 |

Cypher™ – CY1 Accent Scale

TYPE

Drawings



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JOB _____
TYPE _____
NOTES _____

| 3 |

**Job Name:**128R NORTH STREET
Distributor: SWANEY LIGHTING
(SCARBOROUGH)**Catalog Number:**

CY1-15-4K7-1-WG-UNV-**-R-FPP

Notes:

Type:

CY

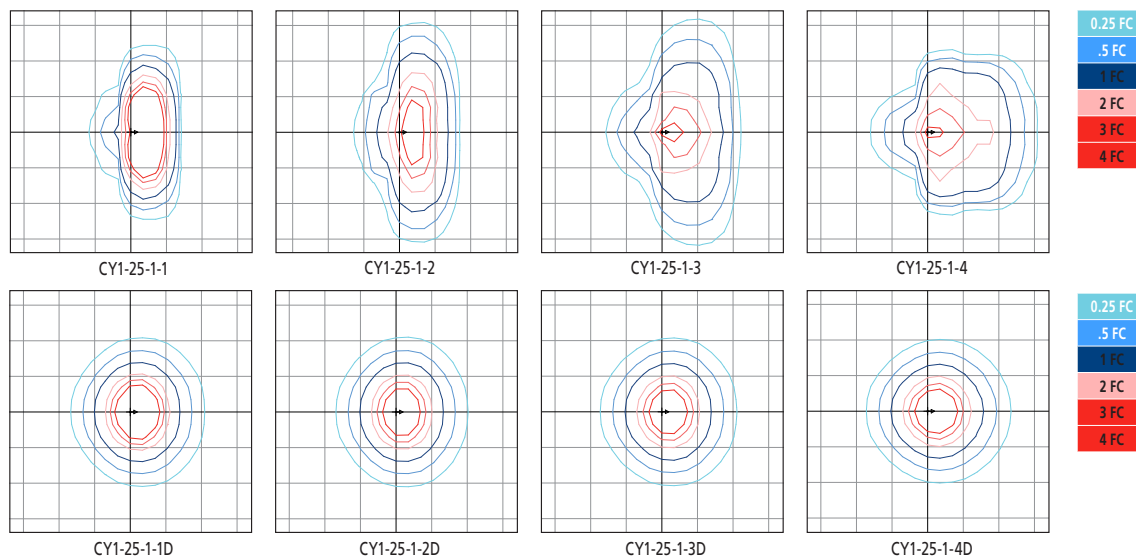
SLA19-42917

Cypher™ – CY1 Accent Scale

TYPE

LUMINAIRE PERFORMANCE

Downlight only			Configuration																	
Nominal Output (Lm)	Average System Wattage	Distribution	Bright White (5000K)						Neutral White (4000K)						Warm White (3000K)					
			Delivered Lumens	Efficacy (Lm/W)	BUG Rating			Delivered Lumens	Efficacy (Lm/W)	BUG Rating			Delivered Lumens	Efficacy (Lm/W)	BUG Rating					
					B	U	G			B	U	G			B	U	G			
			5000K 70 CRI						4000K 70 CRI						3000K 70 CRI					
1,500	17	Type 1	1923	113	0	0	0	1928	113	0	0	0	1825	107	0	0	0			
		Type 2	1726	102	0	0	0	1730	102	0	0	0	1638	96	0	0	0			
		Type 3	1750	100	0	0	1	1755	103	0	0	1	1661	98	0	0	1			
		Type 4	1757	103	0	0	0	1762	104	0	0	0	1668	98	0	0	0			
		Wall Graze	1971	114	1	0	0	1976	116	1	0	0	1871	110	1	0	0			
		Spot/Column	1792	103	2	0	0	1797	106	2	0	0	1701	100	2	0	0			
		Type 1 Diffused	1629	96	1	0	0	1634	96	1	0	0	1547	91	1	0	0			
		Type 2 Diffused	1573	93	1	0	1	1577	93	1	0	0	1493	88	1	0	0			
		Type 3 Diffused	1425	84	1	0	0	1429	84	1	0	0	1353	80	1	0	0			
		Type 4 Diffused	1602	94	1	0	1	1607	95	1	0	0	1521	89	1	0	0			
			5000K 70 CRI						4000K 70 CRI						3000K 70 CRI					
2,500	26	Type 1	2517	96	0	0	0	2524	97	0	0	0	2390	92	0	0	0			
		Type 2	2233	85	1	0	1	2239	86	1	0	1	2120	82	1	0	1			
		Type 3	2229	85	1	0	1	2236	85	1	0	1	2117	80	1	0	1			
		Type 4	2319	88	1	0	1	2325	89	1	0	1	2201	85	1	0	1			
		Wall Graze	2744	104	2	0	0	2752	106	2	0	0	2605	100	2	0	0			
		Spot/Column	2471	94	2	0	0	2478	95	2	0	0	2346	90	2	0	0			
		Type 1 Diffused	2344	89	1	0	1	2350	90	1	0	1	2225	86	1	0	1			
		Type 2 Diffused	2062	79	1	0	1	2068	80	1	0	1	1958	75	1	0	1			
		Type 3 Diffused	2050	78	1	0	1	2056	79	1	0	1	1946	75	1	0	1			
		Type 4 Diffused	2123	80	1	0	1	2129	82	1	0	1	2016	78	1	0	1			

ISOLINE TEMPLATES 10' Mounting Height, 10' Grid Spacing

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JOB

TYPE

NOTES

| 4 |

**Job Name:**

128R NORTH STREET
Distributor: SWANEY LIGHTING
(SCARBOROUGH)

Catalog Number:

CY1-15-4K7-1-WG-UNV-**-R-FPP

Notes:

Type:**CY**

SLA19-42917

Cypher™ – CY1 Accent Scale

TYPE

ELECTRICAL CHARACTERISTICS

Lumen Package	System Wattage (W)	Line Voltage		Input				Min. Power Factor	Max THD (%)	Dimming Range	Source/Sink Current (mA)		Absolute voltage range on 0-10v (+) Purple	
		VAC	Hz	120	277	347	480				Min.	Max.	Min.	Max.
1,500	17	120	50/60	0.1	0.1	0.0	0.0	>0.9	20	10% to 100%	0 mA	1 mA	0V	10V
2,500	26			0.2	0.1	0.1	0.1							

TM-21 LIFETIME CALCULATION (500mA)

Lumen Package	Ambient Environment °C	Projected Lumen Maintenance (Khrs)						Reported L70
		15	25	50	60 (TM-21)	100		
2,500	25	98%	97%	94%	92%	87%		>60Khrs.
	40	95%	93%	89%	87%	80%		



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JOB _____
TYPE _____
NOTES _____

| 5 |

Submitted by Swaney Lighting	Job Name: 128R NORTH STREET Distributor: SWANEY LIGHTING (SCARBOROUGH)	Catalog Number: CY1-15-4K7-1-WG-UNV-**-R-FPP	Type: CY SLA19-42917
------------------------------	--	--	---

Cypher™ – CY1 Accent Scale

TYPE

SPECIFICATIONS

HOUSING

- Main housing shroud shall be of fabricated 5052-H32 aluminum alloy
- Housing mounting interface shall have a stamped silicone gasket.
- Luminaire housing shall be free of any visible heat fins, hardware or fasteners.
- Bracketry and hardware shall be stainless steel.

OPTICAL ARRAY

- LEDs shall be mounted to a metal printed circuit board assembly (MCPCB) with a uniform conformal coating over the panel surface and electrical features.
- Optical lenses shall be clear injection molded PMMA acrylic.
- Optical array shall be recessed in order to shield each LED optic across the length of the aperture.
- Optical array shall be sealed for IP66 rating.
- Secondary lens is impact resistant 5/32" tempered glass.

ELECTRICAL

- Drivers shall be in direct contact with the die-cast aluminum housing across the entire surface area of the widest face for maximum thermal transfer.
- "Thermal Shield", primary side, thermister provides protection for the sustainable life of LED module and electronic components.
- Drivers shall have greater than a 0.9 power factor, less than 20% harmonic distortion, and be suitable for operation in -40°C to 40°C ambient environments
- Luminaires shall have integral surge protection that shall be U.L. recognized and have a surge current rating of 10,000 Amps using the industry standard 8/20uSec wave and surge rating of 372J. Surge protection device shall be wired in series.
- Drivers shall be U.L. recognized.
- Drivers shall not be compatible with current sourcing dimmers, consult factory for current list of known compatible dimming systems approved dimmers include Lutron Diva AVTV, Lutron Nova NDTV and NTFTV.
- Integral battery backup provides emergency path of egress lighting for the required 90 minutes for -20°C ambient environments.

SPECIFICATIONS

- Luminaire shall be capable of operating at 100% brightness in a 40°C environment. Both driver and optical array shall have integral thermal protection that will dim the luminaire upon detection of temperatures in excess of 85°C.
- Luminaires not configured with a control system shall be provided with 0-10 purple and gray dimming leads.



CONTROLS

- Button photocontrol for dusk to dawn energy savings
- PC12 for 120V, PC20 for 208V, PC24 for 240V, PC27 for 277V
- Photocell is factory installed inside the housing with a fully gasketed sensor on the side wall. For multiple fixture mountings, one fixture is supplied with a photocell to operate the others.

BLUETOOTH®

- RGBW option includes integral Bluetooth module, built into driver, that permits the adjustment of luminous front color when paired with Hubbell Remote App via cellular/tablet device.
- Bluetooth Low Energy (BLE) or Bluetooth Smart compatible for both iOS (iOS8 and forward) and Android (Gingerbread and forward) handheld software applications. Compatible with phones and tablets.
- Free Bluetooth Apps are available for Apple iOS and Google Android mobile devices and are downloadable via the internet at Apple App Store or Google Play.

MOUNTING AND INSTALLATION

- JUNCTION BOX: Standard with zinc-plated, quick-mount junction box plate that mounts directly to 4" J-Box
- Mounting plate features a one-piece EPDM gasket on back side of plate to firmly seal fixture to wall surface, forbidding entry of moisture and particulates.
- Fixture attaches by two Allen-head hidden fasteners for tamper resistance.
- Optional mounting arrangements utilize a die-cast mounting adaptor to allow for surface conduit and through branch wiring.

SERVICING

- Housing shall be able to hang freely in an open service position for inspection of internal wire connections. Once in service position, the housing shall be able to be removed for service by lifting the assembly up off the rear mounting plate and disconnecting the wiring plugs.
- Driver assembly shall be mounted to a prewired internal tray with quick disconnects for removal.

FINISH

- Luminaire finish shall consist of a five stage pretreatment regimen with a polymer primer sealer, oven dry off, and top coated with a thermoset super TGIC polyester powder coat finish.
- Luminaire finish shall meet the AAMA 605.2 performance specification which includes passing a 3000 hour salt spray test for corrosion resistance.

CERTIFICATION

- Luminaire shall be listed with UL for outdoor, wet location use, UL1598, UL 8750 and Canadian CSA Std. C22.2 no.250.
- IP66 rated assembly
- IDA approved, 3000K and warmer CCTs only.
- DesignLights Consortium® (DLC) qualified. Please refer to the DLC website for specific product qualifications at www.designlights.org.
- ANSI C136.31-2010 4G Vibration tested and compliant.
- Complies with "Americans with Disabilities Act" or "ADA" on select versions for low mounting height applications (fixtures extend maximum of 4 inches from wall for mounting heights of 80 inches or less).

WARRANTY / TERMS AND CONDITIONS OF SALE

Download:
[Five year limited warranty \(for more information visit: http:// www.hubbellighting.com/resources/warranty/\)](http://www.hubbellighting.com/resources/warranty/)

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JOB _____
 TYPE _____
 NOTES _____

| 6 |

**Job Name:**128R NORTH STREET
Distributor: SWANEY LIGHTING
(SCARBOROUGH)**Catalog Number:**

LC6SL / 6LCSL18L35K8

Notes:**Type:****CL**

SLA19-42917

**6" LED Downlight****LC6SL**1000/1400/1800 Lumens
120V-277V, 347V
0-10V Dimming**APPLICATIONS:**

LiteFrame Commercial LC6SL is a 6" commercial grade LED downlight with available outputs between 1000-1800 lumens. This is suitable to replace most CFL downlighting applications, while realizing substantial energy and maintenance savings. Rated for a minimum of 50,000 hours life (70% lumen maintenance) with ambient plenum temperatures up to 35°C. Free Air Flow around the fixture is required for optimal life performance. This product is not recommended for use with 3rd party "FIREHAT" or insulation barriers.

HOUSING:

One-piece 22 gauge non-corrosive steel platform. Pre-wired J-box with snap-on cover for easy access. Snap-in connection from driver compartment allows easy installation of light engine/trim assembly and can be upgraded to accommodate technology improvements. Approved for 8 (4 in/4 out) No. 12 AWG conductors rated for 90°C through wiring.

REFLECTOR:

High purity aluminum, Alzak, iridescence suppressed, semi-diffuse reflector. Self-trim standard. Painted white self-trim (WT) available as option.

LED LIGHT ENGINE:

The LC6SL uses mid power Nichia LEDs, specifically mixed to provide a minimum of 80 CRI with 3 SDCM color consistency. The use of multiple mid power LEDs allows for optimal thermal management by effectively spreading the heat over a larger area and eliminating hot spots on the LEDs. A diffuse, yet highly transmissive lens obscures the view of the LEDs and creates a smooth, even look from below. The light engine is available in multiple Kelvin temperatures and the system is designed to provide optimal life and lumen maintenance (50,000 hours at 70% lumen maintenance). The reflector/light engine assembly is mechanically retained to the housing.

LED DRIVER:

The LC6SL utilizes a constant current LED driver. This same driver is capable of running all three different lumen outputs, resulting in a reduction of housing skus and simplified specification. The driver is UL8750, Class II compliant and universal 120V-277V.

DIMMING:

Comes standard with flicker-free 0-10V dimming to 10%. 0-10V to 1% dimming option is also available. See list of compatible dimmers on page (4). For the sizing of the control circuit, the dimming circuit may require up to 2mA of sink current.

INSTALLATION:

Light commercial bar hangers included (not with WWCP option). Universal adjustable mounting brackets also accept 1/2" EMT conduit or 1 1/2" or 3/4" lathing channel (by others) or Prescolite 24" bar hangers (B24 or B6). Wall wash orientation may be field adjusted in 90° increments to housing.

CERTIFICATIONS:

CSA certified to US and Canadian safety standards. Suitable for wet locations (EM, EMR and WW damp location). ENERGY STAR qualified.

WARRANTY:

5 year warranty. See www.prescolite.com for details.

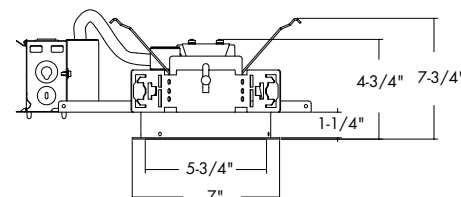
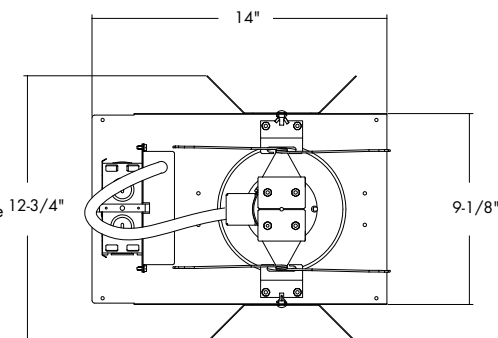
DATE: TYPE:

FIRM NAME:

PROJECT:

LiteFrame

Ceiling Cutout: 6 1/4"
Maximum Ceiling Thickness 1 1/4"
For conversion to millimeters,
multiply inches by 25.4
Not to Scale

**LC6SL 10L & 14L**

*See page 4 for LC6SL 18L line art

*See page 4 for LC6SL EM line art

*See page 4 for LC6SL CP line art

*See page 4 for LC6SL WWCP line art

Order housing, reflector, and accessories separately

CATALOG NUMBER:

EXAMPLE: LC6SL-6LCSL14L35K9WT

HOUSING	DRIVER OPTIONS	VOLTAGE	HOUSING OPTIONS	TRIM APERTURE	OUTPUT	KELVIN	CRI	REF. FINISH/COLOR OPTION	REFLECTOR OPTIONS	ACCESSORIES
☐ LC6SL Standard Lumen 0-10V Dimming to 10% 120V-277V	☐ Standard 0-10V ☐ 10% Dimming ☐ DM1 0-10V 1% Dimming	☐ Standard 120V-277V ☐ 347V ☐ 347V ^{3,7,10}	☐ EM^{2,4,8} Integral Battery Pack ☐ EMR⁴ Remote Battery Pack ☐ CP^{3,6,8} Chicago Plenum ☐ WWCP^{3,9} Wall Wash Chicago Plenum Housing	☐ 6LCSL Standard Lumen Clear Alzak Reflector	☐ 10L 1000 Lumen ☐ 14L 1400 Lumen ☐ 18L 1800 Lumen	☐ 27K 2700 Kelvin ☐ 30K 3000 Kelvin ☐ 35K 3500 Kelvin ☐ 40K 4000 Kelvin ☐ 50K 5000 Kelvin	☐ 80+ CRI ☐ 90+ CRI	☐ Standard Semi-Diffuse Clear Alzak ☐ WH Painted Matte White Reflector and Flange	☐ WT Painted White Flange Only ☐ WF Wide Flange ☐ WW^{4,5,7} Wall Wash ☐ EM^{2,4,8} Integral Battery Pack ☐ CP^{3,6} Chicago Plenum	☐ B24 Set of two(2) 24" bar hangers for T-bar ceilings ☐ B6 Set of two (2) bar hangers for ceiling joist up to 24" centers ☐ SCA6D Sloped ceiling adapter (see note on page 4) ☐ LiteGear¹ Inverter, single phase central lighting, 125VA-250VA ☐ LPS Series¹ LitePower micro-inverter, 20VA-55VA

¹ See Central Inverter compatibility note and web links on page 4.
² EM must be selected on both the housing and the trim.
³ Not compatible with EM or EMR
⁴ Damp location only
⁵ Compatible with EMR only
⁶ CP must be selected on both the housing and the trim
⁷ Not compatible with CP
⁸ Not available with WW option
⁹ WW must be selected on trim
¹⁰ Not compatible with WWCP



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In a continuing effort to offer the best product possible we reserve the right to change, without notice, specifications or materials that in our opinion will not alter the function of the product.
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LFR-LED-041

**Job Name:**128R NORTH STREET
Distributor: SWANEY LIGHTING
(SCARBOROUGH)**Catalog Number:**

LC6SL / 6LCSL18L35K8

Type:**CL****Notes:**

SLA19-42917

PHOTOMETRIC DATA

LiteFrame - 6" LC6SL Downlight

DRIVER DATA	6LCSL10Lxxx	6LCSL14Lxxx	6LCSL18Lxxx
Input Voltage	120-277V	120-277V	120-277V
Input Frequency	50/60 Hz	50/60 Hz	50/60 Hz
Input Current	0.111 (120v)	0.148 (120v)	0.185 (120v)
	0.048 (277v)	0.064 (277v)	0.080 (277v)
Input Power	13.4W	17.8W	22.2W
Constant Current Output	700mA	700mA	700mA
Power Factor	≥0.90	≥0.90	≥0.90
THD	<25%	<20%	<20%
EMI Filtering	FCC 47CFR	FCC 47CFR	FCC 47CFR
	Part 15, Class A	Part 15, Class A	Part 15, Class A
Operating Temperature	-30°C to +35°C	-30°C to +28°C	-30°C to +25°C
Dimming	0-10V	0-10V	0-10V

Over-voltage, over-current, short-circuit protected

When operating in EM mode, the fixture will deliver approximately 30% of the published full lumen output.

Lumen Multiplier Table

Photometrics for the LC6SL are published below at a nominal 3500 Kelvin temperature. This table may be used to approximate the lumen values at different Kelvin temperatures. Power consumption would stay the same.

5000 Kelvin	1.09
4000 Kelvin	1.00
3500 Kelvin	1.00
3000 Kelvin	0.99
2700 Kelvin	0.96

LC6SL 6LCSL18L35K8

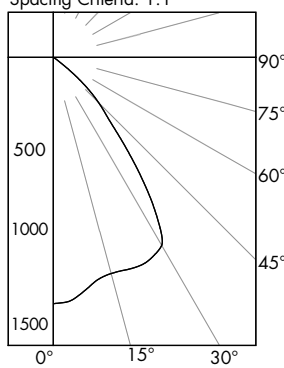
LED Light Engine: 3500K, 80+ CRI

System Wattage: 22.3W

Fixture Delivered Lumens: 1941

Fixture Efficacy: 87.0

Spacing Criteria: 1.1

**CANDELA DISTRIBUTION**

DEG	CANDELA
0	1368
5	1345
15	1243
25	1247
35	923
45	357
55	27
65	5
75	1
85	0
90	0

Test No. 16.03178

Tested at 25°C Ambient in accordance to IESNA LM-79-2008

ZONAL LUMEN SUMMARY

ZONE	LUMENS	%LUMINAIRE
0-60	1935	99.7
0-90	1941	100.0
90-180	0	0.0
0-180	1941	100.0

LUMINANCE DATA IN CANDELA/SQ. METER

Angle in Vertical	Average
45°	27667
55°	2580
65°	648
75°	212
85°	0

COEFFICIENTS OF UTILIZATION Zonal Cavity Method

Room Cavity Ratio	% Effective Ceiling Cavity Reflectance																
	80%		70%				50%				30%				10%		
	20% Effective Floor Cavity Reflectance																
	% Wall Reflectance																
	70	50	30	10	70	50	30	10	50	30	10	50	30	10	50	30	10
1	113	110	107	105	110	108	105	103	104	102	100	100	98	97	96	95	94
2	106	101	97	93	104	99	95	92	96	93	90	93	90	88	90	88	86
3	100	93	87	83	98	92	86	82	89	85	81	86	83	80	84	81	78
4	94	86	79	75	92	84	79	74	82	77	73	80	76	72	78	75	72
5	89	79	73	68	87	78	72	67	76	71	67	74	70	66	73	69	66
6	83	73	66	62	82	72	66	61	71	65	61	69	64	60	68	63	60
7	78	68	61	56	77	67	61	56	66	60	56	64	59	55	63	59	55
8	74	63	56	52	72	62	56	52	61	55	51	60	55	51	59	54	51
9	70	59	52	48	68	58	52	48	57	51	47	56	51	47	55	51	47
10	66	55	48	44	65	54	48	44	54	48	44	53	47	44	52	47	44

LC6SL 6LCSL18L35K8

Test No. 16.03178

LC6SL 6LCSL14L35K8

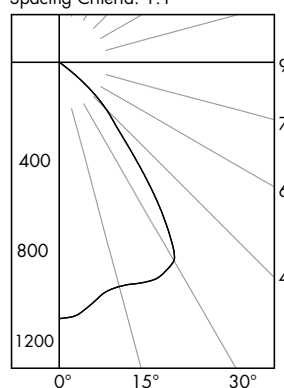
LED Light Engine: 3500K, 80+ CRI

System Wattage: 17.9W

Fixture Delivered Lumens: 1520

Fixture Efficacy: 84.9

Spacing Criteria: 1.1

**CANDELA DISTRIBUTION**

DEG	CANDELA
0	1072
5	1050
15	971
25	990
35	721
45	277
55	20
65	4
75	1
85	0
90	0

Test No. 16.03177

Tested at 25°C Ambient in accordance to IESNA LM-79-2008

ZONAL LUMEN SUMMARY

ZONE	LUMENS	%LUMINAIRE
0-60	1515	99.7
0-90	1520	100.0
90-180	0	0.0
0-180	1520	100.0

LUMINANCE DATA IN CANDELA/SQ. METER

Angle in Vertical	Average
45°	21467
55°	1911
65°	519
75°	212
85°	0

COEFFICIENTS OF UTILIZATION Zonal Cavity Method

Room Cavity Ratio	% Effective Ceiling Cavity Reflectance																			
	80%		70%						50%						30%				10%	
	20% Effective Floor Cavity Reflectance																			
	% Wall Reflectance																			
	100	75	50	30	10	100	75	50	30	10	100	75	50	30	10	100	75	50	30	10
1	113	110	107	105	103	108	105	103	103	104	102	100	98	97	96	95	94	93	92	91
2	106	101	97	93	90	104	99	95	92	89	101	95	91	87	83	90	85	80	76	72
3	100	93	87	83	80	98	92	86	82	79	95	89	84	80	76	84	78	73	68	64
4	94	86	80	75	72	92	84	79	74	71	89	82	77	73	69	78	72	66	61	57
5	89	79	73	68	64	87	78	72	67	62	82	75	69	64	60	70	63	57	51	47
6	83	73	66	62	58	82	72	66	61	57	75	67	61	56	52	64	57	50	44	40
7	78	68	61	56	52	77	67	61	56	52	66	58	52	47	43	55	48	41	35	31
8	74	63	56	52	48	72	62	56	52	48	61	53	47	42	38	50	43	36	30	26
9	70	59	52	48	44	68	58	52	48	44	57	49	43	38	34	46	39	32	26	22
10	66	55	48	44	40	65	54	48	44	40	54	46	40	35	31	43	36	30	24	20

LC6SL 6LCSL14L35K8

Test No. 16.03177

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Lighting, Inc.

**Job Name:**128R NORTH STREET
Distributor: SWANEY LIGHTING
(SCARBOROUGH)**Catalog Number:**

LC6SL / 6LCSL18L35K8

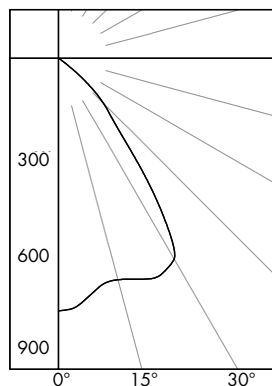
Type:**CL**

Notes:

SLA19-42917

PHOTOMETRIC DATA

LiteFrame - 6" LC6SL Downlight

LC6SL 6LCSL10L35K8LED Light Engine: 3500K, 80+ CRI
System Wattage: 13.5W
Fixture Delivered Lumens: 1106
Fixture Efficacy: 81.9
Spacing Criteria: 1.1**CANDELA DISTRIBUTION**

DEG	CANDELA
0	780
5	762
15	708
25	740
35	518
45	196
55	15
65	3
75	1
85	0
90	0

Test No. 16.03179

Tested at 25°C Ambient in accordance to IESNA LM-79-2008

ZONAL LUMEN SUMMARY

ZONE	LUMENS	%LUMINAIRE
0-60	1103	99.7
0-90	1106	100.0
90-180	0	0.0
0-180	1106	100.0

LUMINANCE DATA IN CANDELA/SQ. METER

Angle in Vertical	Average
45°	15190
55°	1433
65°	389
75°	212
85°	0

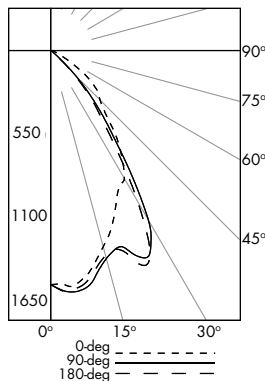
COEFFICIENTS OF UTILIZATION

Zonal Cavity Method

Room Cavity Ratio	% Effective Ceiling Cavity Reflectance												
	80%		70%		50%		30%		10%				
	20% Effective Floor Cavity Reflectance												
	% Wall Reflectance												
	70	50	30	10	70	50	30	10	70	50	30	10	
1	113	110	107	105	110	108	105	103	104	102	100	98	97
2	107	101	97	93	104	99	95	92	103	99	95	92	90
3	100	93	88	83	96	90	85	81	96	91	87	83	80
4	94	86	80	75	92	85	79	74	92	87	82	78	75
5	89	79	73	68	87	78	72	68	87	79	73	69	66
6	83	73	67	62	82	73	66	62	81	73	67	63	60
7	78	68	61	57	77	67	61	56	76	67	61	57	54
8	74	63	57	52	73	63	56	52	71	62	56	51	48
9	70	59	52	48	69	59	52	48	67	58	51	47	44
10	66	55	49	44	65	55	48	44	64	55	48	44	41

LC6SL 6LCSL10L35K8

Test No. 16.03179

LC6SL 6LCSL18L35K8 WWLED Light Engine: 3500K, 80+ CRI
System Wattage: 22.2W
Fixture Delivered Lumens: 1938
Fixture Efficacy: 87.3**CANDELA DISTRIBUTION**

DEG	0	90	180
0	1527	1527	1527
5	1545	1581	1565
15	1324	1404	1383
25	1030	1489	1517
35	792	780	670
45	454	219	189
55	273	8	8
65	64	2	2
75	9	1	1
85	0	0	0
90	0	0	0

Test No. 16.03309

Tested at 25°C Ambient in accordance to IESNA LM-79-2008

LUMINANCE DATA IN CANDELA/SQ. METER

Angle in Vertical	0 DEG	90 DEG	180 DEG
45°	38311	18480	15949
55°	28400	832	832
65°	9036	282	282
75°	2075	231	231
85°	0	0	0

MULTIPLE UNITS									
1'	2'	3'	4'	5'	6'	7'	8'	9'	10'

**2' DISTANCE FIXTURE MOUNTED OUT FROM WALLS
FOOTCANDLE DISTRIBUTION ON WALL SURFACE (DIRECT ONLY)**

DISTANCE FROM CEILING IN FEET	FOOTCANDLE DISTRIBUTION ON WALL SURFACE (DIRECT ONLY)									
	15	11	6	2	1	15	5	15	15	15
1	40	36	26	13	5	41	27	41	40	40
2	36	35	28	18	11	41	36	41	36	36
3	22	22	22	19	13	33	39	33	25	25
4	14	14	14	14	13	27	30	27	20	20
5	10	10	9	9	9	24	22	24	16	16
6	7	7	6	6	6	19	18	19	14	14
7	5	5	5	4	4	15	15	15	12	12
8	4	4	3	3	3	12	13	12	10	10
9										

LC6SL 6LCSL18L35K8 WW

Test No. 16.03309

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**HUBBELL**
Lighting, Inc.



PHOTOMETRIC DATA

LiteFrame - 6" LC6SL Downlight

Dimming Compatibility Table

Dimming Ballast	Manufacturer	Web Link
DM/DM1	Lutron DTV	http://bit.ly/11jSvZg
DM/DM1	Leviton AWRMG-7xx, AWSMG-7xx, AWSMT-7xx	http://bit.ly/1BJn2R9

Central Inverters

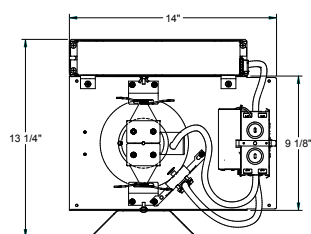
For full fixture output in back-up mode, we recommend you visit www.dual-lite.com for your Central Lighting Inverter options. Please contact your local Hubbell representative for any assistance with proper sizing and loading of your inverter selection. Central lighting inverters must be ordered separately.

LiteGear: www.dual-lite.com/products/litegear_lg_series

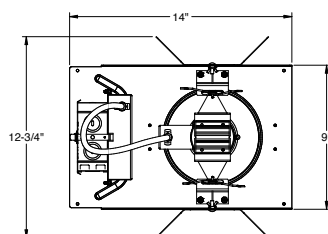
LPS Series: www.dual-lite.com/products/lps

SCA6D

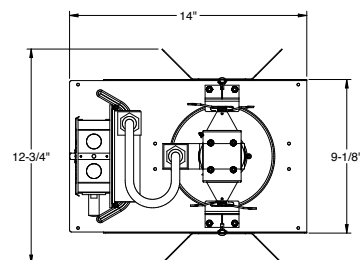
When ordering a sloped ceiling adapter, specify the degree of slope in 1° increments, maximum of 35°. For a more precise degree or wet ceiling applications, please contact factory. Sloped ceiling adapter and housing must be installed at the same time.



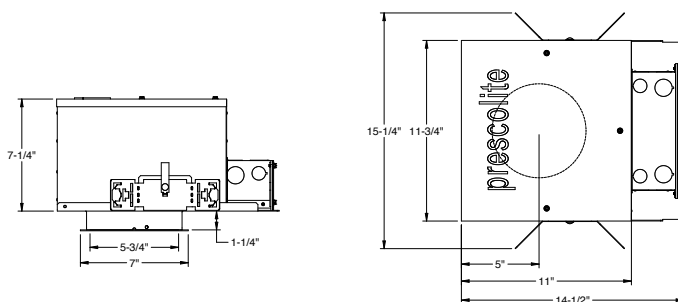
LC6SL EM



LC6SL 18L



LC6SL CP



LC6SL WWCP



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HUBBELL
Lighting, Inc.

O. Architectural Design Narrative

Please find attached the design narrative completed by Dexterous Creative.



December 21, 2021



Sean King, ASLA
Urban Designer
City of Portland Maine
389 Congress Street
Portland, Maine 04101

Re: 392 St. John Street - Design Narrative (revision)

This past spring our team presented a three-story, ten-unit apartment building at 392 St. John Street. In response to feedback from neighbors, we are resubmitting our project, enclosed, as a nine-unit with a first-floor business on St. John Street.

The parcel is located in a section of the Oakdale neighborhood bordered by Park Avenue to the South, I-295 to the North, and two diverging railroad corridors to the East and West. The neighborhood includes twenty buildings: including more than a dozen multi-family dwellings, and three commercial buildings.

This Fair Housing compliant project now features nine two-bedroom units intended for long-term rental. Eight covered parking spaces are included for residents of the building as well as enclosed areas for refuse and recycling bin storage. A shared drive will serve residents of the proposed building and spaces for the existing structure (to remain) located on the parcel.

The front first floor unit has now been converted into space for a small business with large windows facing St. John Street. As small business owners ourselves, we realize how difficult it is to find commercial spaces that are accessible. We hope this addition to the neighborhood will expand opportunities for residents to access services near their homes and business owners to better serve their customers and employees.

A neighborhood study with photographs of adjacent properties was included with our previous submission. As shown in this study, many of the adjacent buildings are similar in height and massing as our proposed building. Directly across from our building are three, three-story apartment buildings featuring flat roofs similar in design to what we have proposed. Our building features a broad eave and uniform punched openings like these existing structures.

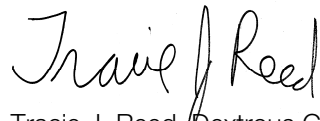
To comply with Fair Housing Regulations and IBC Chapter 11, our building features an ADA-ramp to compensate for grade changes on the site. We've utilized the ramp and recessed entrance canopy to create a modern and code-compliant front porch, further emphasizing the main entrance with brightly painted doors. The entry porch has been expanded as a result of our resubmission to accommodate the first-floor business entry.

The business unit is differentiated with enlarged fenestrations providing increased visibility from the street. The space will be further distinguished by eventual tenant signage. Inside the residential vestibule, mail, bike, and laundry amenities are provided to keep the front of building activated. With connections to bike lanes and multiple bus routes we hope many residents will opt to park their vehicles and either walk, use public transport, or ride to nearby major employers or educational institutions, thus utilizing this entrance.

The window frame color will complement the clapboard siding and further reinforce the crisp simplicity of the design. The roofing proposed is an EPDM membrane which will not be visible from the street. Building mechanicals will be housed along the side of the building (shown on elevations) and in the building's basement. The fascia trim compliments that of wood-framed, flat-roof structures nearby, and a frieze board is also patterned after traditional wood-framed buildings in the neighborhood.

We are excited to present this building which we hope will help ease our city's housing crisis, and invest in creating business and new housing units in such a well-connected neighborhood. We've worked hard to ensure the building is of compatible massing and scale, seeking to complement its existing neighbors. We appreciated your feedback during the design process and look forward to re-introducing the project to neighbors and the Planning Board soon.

Regards,

A handwritten signature in black ink that reads "Tracie J. Reed". The signature is written in a cursive, flowing style.

Tracie J. Reed, Dextrous Creative, LLC (she/her)

Maine Licensed Architect. Licensed to Practice Architecture in MA, NCARB, AIA

P. Utilities

The project will include the installation of multiple utility services to the proposed residential building. Existing utilities located in the parcel currently service the existing building and are anticipated to remain as a part of this project. A Plan of property survey was prepared by Stephen J. Martin dated December 2020. See Sheet C-20 for additional Information.

Water:

It is proposed to tap a 6" fire service line and a 2" domestic line off the existing 12" water main within St. John Street.

Sewer:

A proposed 6" sewer lateral is anticipated to accept the wastewater from the proposed units and the covered parking area, after draining from an oil water separator. The proposed service will tie into an existing combined sewer main within St. John Street.

Stormwater:

The proposed stormwater drainage plan includes catch basins, field inlets, foundation drain and a high-performance rain garden. The rain garden will capture the runoff from the roof drain providing attenuation and treatment. The remaining stormwater will be caught by the proposed catch basins and field inlets. The stormwater will tie into the existing combined sewer main within St. John Street with a separated lateral.

UGE/T/C:

An underground service along with a pole mounted transformer and riser pole are proposed to service the new development. This connection will be located directly across the street of 387 St. John Street.

Gas:

No gas service is proposed for this project.

Ability to serve letters were sent out to the respective utility companies on July 8, 2021 in accordance with the City of Portland Code of Ordinances Chapter 14 Land Use. Responses from the utility companies can be found attached to this section.





Portland Water District

FROM SEBAGO LAKE TO CASCO BAY

January 5, 2022

Zachary Stevens, E.I.
Acorn Engineering, Inc.
PO Box 3372
Portland, Maine 04104

Re: 392 St. John Street, PO
Ability to Serve with PWD Water

Dear Mr. Stevens:

The Portland Water District has received your request for an Ability to Serve Determination for the noted site submitted on March 30, 2021. Based on the information provided per plans dated July 30, 2021, we can confirm that the District will be able to serve the proposed project as further described in this letter. **Please note that this letter constitutes approval of the water system as currently designed and is valid for eighteen (18) months after the date of issue. Any changes affecting the approved water system will require further review and approval by PWD.**

Conditions of Service

The following conditions of service apply:

- A new 6-inch fire service and 2-inch domestic water service, with a 1-inch meter, may be installed from the water main in St. John Street. The services should enter through the property's frontage on St. John Street at least 10-feet from any side property lines.
- Please note that only one meter and one bill will be associated to each domestic service line. This one master meter would be located in a common space that all tenants could gain access to if necessary.
- The Portland Water District does not have record of any other existing infrastructure in public roads and recommends a survey and test pitting be performed by the development team prior to construction. Any conflicts that arise during construction are at the risk of the developer and may result in job shutdown until new plans are submitted by the developer and reviewed and approved by PWD.
- An approved backflow prevention device must be installed on each service line directly after the meter and before the sprinkler riser prior to service activation. Please refer to the PWD website for more information on cross-connection control policies.

Prior to construction, the owner or contractor will need to complete a Service Application and pay all necessary fees for each proposed service. When the project is ready for construction, an Application for each service can be requested by contacting the MEANS Group at MEANS@pwd.org or 207-774-5961 ext. 3199. Once a completed Application has been submitted with payment, please allow seven (7) days for processing.



Existing Site Service

According to District records, the project site does not currently have existing water service.

Water System Characteristics

According to District records, there is an 12-inch diameter cast iron water main in St. John Street and a public fire hydrant located approximately 200 feet from the site. The most recent static pressure reading was 92 psi.

Public Fire Protection

The installation of new public hydrants to be accepted into the District water system will most likely not be required. It is your responsibility to contact the City of Portland Fire Department to ensure that this project is adequately served by existing and/or proposed hydrants.

Domestic Water Needs

The data noted above indicates there should be adequate pressure and volume of water to serve the domestic water needs of your proposed project. Based on the high water pressure in this area, we recommend that you consider the installation of pressure reducing devices that comply with state plumbing codes.

Private Fire Protection Water Needs

You have indicated that this project will require water service to provide private fire protection to the site. Please note that the District does not guarantee any quantity of water or pressure through a fire protection service. Please share these results with your sprinkler system designer so that they can design the fire protection system to best fit the noted conditions. If the data is out of date or insufficient for their needs, please contact MEANS to request a hydrant flow test and we will work with you to get more complete data.

Should you disagree with this determination, you may request a review by the District's Internal Review Team. Your request for review must be in writing and state the reason for your disagreement with the determination. The request must be sent to MEANS@PWD.org or mailed to 225 Douglass Street, Portland Maine, 04104 c/o MEANS. The Internal Review Team will undertake review as requested within 2 weeks of receipt of a request for review.

If the District can be of further assistance in this matter, please let us know.

Sincerely,
Portland Water District



Robert A. Bartels, P.E.
Senior Project Engineer

Q. Construction Management Plan

Project Address:

392 St. John Street, Portland, ME

Project Description:

The proposed project includes the construction of a three-story 9-unit building with ground floor business space on the existing 11,000 square-foot parcel located at 392 St. John Street parcel within the City's R-6 Zoning District. The parcel contains an existing 4-unit building that will be maintained with several site improvements as a result of the proposed 9-unit building. The project proposes dividing the current property line into two separate conforming parcels with a shared driveway and utility corridor.

Project Team Summary:

Owner:	Alex Coupe
General Contractor:	TBD
Civil Engineer:	Acorn Engineering, Inc.
Architect:	Dexterous Creative
Structural Engineer:	TBD

The Owner/GC and all subcontractors will work with the City of Portland and adjacent landowners to minimize potential project impacts. Footing, setback, and elevation information should conform to safe construction standards as the development is proposed close to adjacent building.

The GC will remain responsible for enforcement of all compliance with 1) all contract plans and specifications in their scope of work and 2) all site working conditions and safety requirements, day and night, for both persons and property, in each case for the duration of their work. These include OSHA, NIOSH, U.S. EPA, local Ordinances, and any other applicable governmental regulations. Both the Owner/GC and any subcontractors will remain responsible for safeguarding the general public.

The GC shall review all permits and conditions associated with the project. Refer to the Civil/Site Plan Set, Sheet C-03 Construction Management Plan for visual representation of the measures to be taken during construction.

The following outline has been developed in accordance with the City of Portland Construction Management Plan General Template and shall be referenced by the GC during construction.

A. Construction Management Principles

The control of noise, vibrations, ground movement, truck traffic, and other construction-related factors will be of utmost importance. Care shall be taken to minimize these effects in the best interest of neighbors and the general public. GC to ensure that work hours conform to the City of Portland's Ordinance.

B. Development Review of Construction Management Plan



Logistics and safety program shall be submitted at or prior to the pre-construction meeting by the GC with all pertinent information required by the Maine Department of Transportation's Traffic Control Plan Standard Specification 652.3.3.

C. Performance Guarantees, Inspection Fees, Preconstruction Meeting, and Permits

Guarantees and fees will be paid at the time of the respective application. Prior to scheduling a preconstruction meeting and issuance of permits all requirements from the following sections are to conform; Section 1.5 Enforcement, Section 14.5 Review Procedures, Section 14.11 Post-Approval Procedures, and 14.14 Amendments.

1. Street Opening and Street Occupancy Permits:

Required permits regarding street opening and occupancy will be obtained from the Department of Public Works. The requests shall conform to the approved Construction Management Plan.

2. Blasting:

Although not anticipated, if blasting occurs, it shall conform to Article VIII. In Chapter 14 of the City Code and Section 3.7 in the City's Technical Manual.

3. Building Code:

Employ the best practices, as applicable, of Chapter 33 Safeguards During Construction, from the 2009 International Building Code.

D. Construction Administration and Communication

The Contractor will work closely with adjacent abutters, businesses, and all parties informed, as far in advance as possible, of scheduled work, particularly work anticipated to cause significant noise, vibrations, or dust. Communication in order to comply with all agreements, ordinances, and special permits will be of the utmost importance. Contractor contact information shall be posted on a sign on the construction fence along the St. John Street frontage. Additional signage necessary for communication shall be provided but will be temporary and removed upon completion of the project.

The contact information for the project personnel is:

Alex Coupe
Bosco Holdings LLC
(207) 838-4546

GC and Subcontractor information will be posted along the St. John Street frontage once contracted.

E. Construction Schedule

The GC shall submit a construction timeline at or prior to the pre-construction meeting. Construction may occur during the daytime hours as defined in Section 17-18 of the



Construction Activities for Building permit and City Code Section 25-129, Noise, dust, and debris. Between September 1st and May 31st, the following year, no person shall engage in construction activities generating noise exceeding 50 decibels between the hours of 7 pm and 7 am of the following day within 500 feet of any buildings. From June 1st to August 31st, construction activity may continue until 8 pm. No construction activity shall begin before 8 am on a Saturday, Sunday, or legal holiday. Extended hours or night work may be requested for special circumstances and street utility work if needed. These requests will be subject to approval by the Public Works Authority.

Due to the limited space within the project parcel, deliveries will need to be stored in an alternate location, or deliveries must be small enough to fit within the property. Deliveries will be scheduled between 7 am and 5 pm.

It should also be noted that St. John Street is on the Street Moratorium List until June 7, 2022. The work within St. John Street is anticipated to wait until June 7, 2022.

The estimated timeframe of the proposed project is outlined below:

<u>Project Start Date:</u>	Spring 2022
<u>Project End Date:</u>	Spring 2023

A more detailed work schedule shall be provided by the GC at or before the pre-construction meeting with the City.

F. Security

1. The Construction Management Plan, Sheet C-03, depicts all proposed fencing and other barriers, with the intent of separating pedestrian and vehicle circulation from the construction site. Construction entrances per detail shall be installed.
2. Structures undergoing construction, alteration, or demolition operations, including those in underground locations, shall comply with NFPA 1 Chapter 16. *Safeguarding Construction, Alteration, and Demolition Operations*.
3. Fire Safety Program: Prior to construction, an overall construction and demolition fire safety program shall be developed. Essential items to be emphasized include the following:
 - Good Housekeeping
 - On-site security
 - Installation of new fire protection systems as construction progresses
 - Preservation of existing systems during demolition
 - Organization and training of an on-site fire brigade
 - Development of a pre-fire plan with the local fire department
 - Rapid communication
 - Consideration of special hazards resulting from previous occupancies
 - Protection of existing structures and equipment from exposure fires resulting from construction, alteration, and demolition operations.
4. Blasting, if required, shall conform with all measures of Article VIII. Regulation of Explosives in the Land Use Code and Section 3.7 Standards for Blasting and Regulation



of Explosives in Portland's Technical Manual.

5. Temporary security lighting shall be shown on the Construction Management Plan, and all fixtures shall be full cutoffs.

G. Construction Permitting and Traffic Control Plans

1. Construction Activity in Public Streets

Construction activity in the public right-of-way shall be compliant with Chapter 25 Article VII of the City Code. At no time will it be permissible for construction activity, including delivery vehicle to close or block streets or affect public safety access without prior notice and approval of the Department of Public Works.

2. Sewer and Stormwater

Sewer and stormwater system connections are controlled by Chapters 24 and 32 of the City Code of Ordinance. Required permits for new connections and/or abandonment of existing connections are available through the Street Opening Clerk at the Department of Public Works. Rules and Regulations for these utility systems are available through the City Engineer's office of the Department of Public Works and in Section II of the Technical Manual. This will apply to the new connections within St. John Street.

3. Traffic Control Plans

Construction activity that impacts the existing public street system must be controlled to protect the safety of the construction workers and all modes of the traveling public. The Contractor shall submit a satisfactory "Maintenance of Traffic" (MOT) plan prior to any street opening permit approval. This document shall contain all pertinent information from the Maine Department of Transportation's Traffic Control Plan Standard Specification 652.3.3.

The MOT will address the work required for utility connections in St. John Street. Traffic will be channelized utilizing drums and cones. Proper signage will be installed prior to the through work zone. Alternating traffic will be controlled with flaggers. Trenches will be patched with pavement daily.

The MOT plan shall provide for the safe passage of the public through or along the construction work zone. It may be permissible to close a portion of St. John Street during utility connections and/or detour a mode of traffic when absolutely necessary for safety. All requests shall be subject to City approval. MOT plans shall employ the appropriate techniques and devices as called for in the latest edition of the Manual on Uniform Traffic Control Devices (MUTCD). In addition:

- Construction speed signing may be used as needed to slow traffic.
- Traffic Control signs shall not be placed where they would create any obstructions to bicycles or pedestrians.
- Flaggers will be utilized when necessary.

All existing modes of travel in the work zone area shall be accommodated if impacted by



the activity. The safe passage of pedestrians, bicyclists, transit providers, and motorists are of equal importance when planning and laying out the work zone; no pre-existing travel mode may be eliminated without the express approval of the Department of Public Works. The MOT should also address on-street parking impacts, including deliveries and parking for adjoining businesses and property owners, analysis of roadway capacity or diversion capacity if street closure or change to roadway capacity is required, and coordination with other on-going or future construction or utility projects in the vicinity.

- Traffic control bicycle and pedestrian facilities or routes through work zones shall be maintained until the bicycle and pedestrian facilities or routes are ready for safe operation. Traffic control will not be removed to allow auto travel at the expense of bicycle and pedestrians.
- Barrier systems utilized to separate the construction activity from the public street and /or sidewalk shall not inhibit sight distances, particularly for visibility of pedestrians and bicyclists.
- ADA compliance in all capacities shall be maintained.

The blockage of any portion of sidewalk for the purpose of construction activity shall require an occupancy permit and appropriate fee as assessed by the Department of Public Works.

H. Site Management and Controls

1. Regular trash and debris shall be managed appropriately, and its removal shall comply with all local, state, and federal regulations.
2. Street cleaning and sweeping shall be followed as outlined in the erosion and sedimentation control notes and report. Damage to the street shall be avoided and shall be the responsibility of the Contractor.
3. Dust shall be controlled and shall comply with Section 25-129 and the erosion and sedimentation control notes, plan, and details.
4. Noise shall be controlled and shall comply with Section 17-18 and Section 25-129.
5. Rodent Control shall be provided, if applicable, by a professional exterminator and shall be consistent with Chapter 22 of the City Code.
6. Snow and Ice Removal shall be provided. Pursuant to Section 25-173, the Contractor shall ensure a safe means of travel within the work zone by the following steps:
 - a. Snow/ice removal or commence automatically from 1" or greater of snow or ice
 - b. Remove snow as needed within the work zone, including parking spaces. Driveways and site lines shall not be blocked by piles of snow.
 - c. Clear all walks and ramps within the work zone
 - d. Sand or salt as needed
 - e. Clear all basin or drainage to help snow melt
 - f. The above steps shall be carried out Sunday-Saturday including holidays.

I. Erosion & Sedimentation Control



1. The Contractor shall install all erosion and sedimentation controls as depicted on the approved Construction Management Plan, C-03, and the approved erosion and sedimentation control report, prior to the pre-construction meeting for inspection by the City. The Contractor shall regularly inspect the control measures, no less than weekly and after storm events (0.5" or more in 24 hours). Additionally, temporary or permanent stormwater management systems shall be inspected and maintained to ensure working order. The Contractor shall document all inspection activities and corrective actions and be prepared to provide these documents for inspection by the City, Maine Department of Environmental Protection (MDEP) or the U.S. Environmental Protection Agency (EPA) upon request.
2. Due to the existing sparse landscaping on site, no protection during construction will be necessary.
3. Stored materials shall be identified and avoid being located under/near trees.

J. Construction Staging Area

1. The Contractor shall submit a plan with locations depicted for the location of material staging areas, the location of on-site temporary construction trailers, the location of on-site truck delivery holding areas, the location of on-site truck washing stations, masonry mixing stations, the general location of the construction security fence and the general location of temporary construction dumpsters. This plan shall be submitted at or prior to the pre-construction meeting. Any open storage areas shall be shown on the plan.
2. Delivery Truck Holding Areas On-Site: The majority of materials delivered to the site will be scheduled such that they are able to be off-loaded immediately. On days when the construction activities require multiple truck deliveries, these deliveries will be carefully scheduled so that there is always adequate on-site area for the holding of trucks until they can be unloaded. Once at the site, all vehicles will be brought within the fence line and will make every attempt to avoid queuing on public streets. If, for any reason, on-site holding of trucks is not feasible, an off-site location must be designated and shown on the submitted plan referenced above in J.1.
3. All deliveries for materials shall comply with the City's noise requirements.

K. Parking During Construction

1. Adequate parking for construction workers shall be provided along St. John Street or arrangements for off-street parking at an off-site location shall be provided.
2. Truck Routes and Volumes: The following quantities are estimated as part of the reconstruction:
 - Gravel & Stone – 260 CY. Earthwork subcontractor(s) pit to project site.
 - Hot Mix Asphalt – 50 tons. Paving subcontractor(s) pit to project site.

L. Special Measures as Necessary

No special measures are necessary for the proposed reconstruction.



R. Solid Waste Disposal

The property management company or Owner shall be responsible for locating the solid waste and recyclable material to the space allocated for solid waste storage determined by the Property Manager.

The solid waste containers will be fully enclosed and screened from the public view within the internal solid waste room.



S. Parking Analysis

Per Land Use Code Section 19 Off Street Parking Table 19-A: Off Street Parking Minimums for Single, Two, or Multifamily units: 1 space is required per dwelling unit. Additionally, Table 19-B Categorical Vehicular Exceptions to Off-Street Parking Minimums Zone R6: No off-street parking required for first three dwelling units. See calculation below for required off street parking for the proposed 10-unit structure and 4-unit building that currently exists on the parcel.

Proposed 386 St. John Street Development:

Required Off Street Parking = 10 units at 1 space per unit – first three units = (10 spaces – 3 spaces)
= 7 Off street parking spaces required.

Proposed Parking = 8 Off street parking spaces

Proposed 392 St. John Street Redevelopment:

Required Off Street Parking = 4 units at 1 space per unit – first three units = (4 spaces – 3 spaces)
= 1 Off street parking spaces required.

Proposed Parking = 2 Off street parking spaces



392 St. John Street





Site Context

- The area immediately surrounding the site was severed from the remainder of the Oakdale neighborhood by I-295 to the North. Washburn Avenue terminates in dust approaching I-295, a visible reminder of a connections violent amputation.
- Park Avenue borders the area to the South with discontinued rail bridge providing transition.
- Two rail lines diverge South of Park Avenue thus entrapping the buildings like an island surrounded by moat of transportation corridors.
- The triangular island is home to 3 commercial buildings and 17 residential apartment buildings (one single-family). It does not appear as though a new structure has been built since I-295's construction in 1971.

Design Context

- Flat roof, wood-framed triple-decker apartments are predominant throughout the neighborhood. Buildings typically feature double-hung windows, broad eaves, fascia and clapboard siding.
- Towards the edge of Washburn Avenue triple deckers give way to larger Victorian-style homes similar to those found on the USM side of Oakdale.





Discontinued rail corridor looking towards 168 Washburn Ave. apartments (above) and 162/168 Washburn (below)





Lock, Stock and Barrel at 369 St. John Street (above) and 393/391 St. John Street below.





392 St. John Street viewed from parcel edge near 384 St. John Street (above), 384 and 382 St. John Street viewed from driveway of parcel (below)





Southern parcel boundary (pin with flag) adjacent to 384 St. John Street. Shadow line is 5'-0" off pin, illustrating setback of building from lot line. Existing building on parcel, to remain is visible at right. The rear boundary of the parcel is adjacent to the tree line. Beyond lies a wide rail corridor between the active rail line and Hood Dairy's warehouses beyond.



382 St. John Street (rear) viewed sidewalk and 384 St. John Street at front. The edge of 392 St. John Street (subject parcel) is visible at right edge.



382 St. John Street (rear) viewed sidewalk and 384 St. John Street at front and 392 St. John Street (subject parcel) at right. Photograph taken from edge of 395 St. John Street parcel looking West. The space at center with blue sedan is the project location.



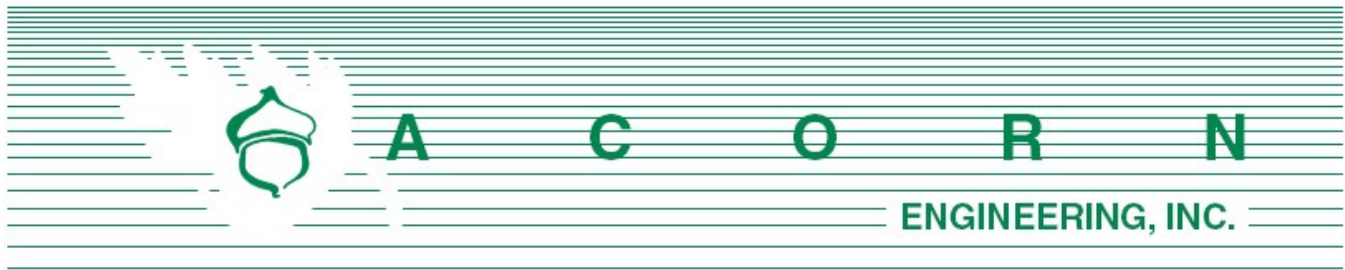
Existing site and proposed building.



Closeup of proposed building and entrance



Closeup of ADA ramp, entrance porch and shared driveway.



Planning Division
City of Portland, Maine
389 Congress Street, 4th Floor
Portland, ME 04101

November 1, 2021

Subject: 392 St John Street redevelopment

Austen,

I, Samuel Lebel, hereby certify that a neighborhood meeting was held on October 28, 2021, remote via Zoom at 5:30 pm.

I also certify that on October 18, 2021, invitations were mailed to the following:

1. All addresses on the mailing list provided by the Planning Division which includes property owners within 500 feet of the proposed development.
2. Residents on the “interested parties” list.

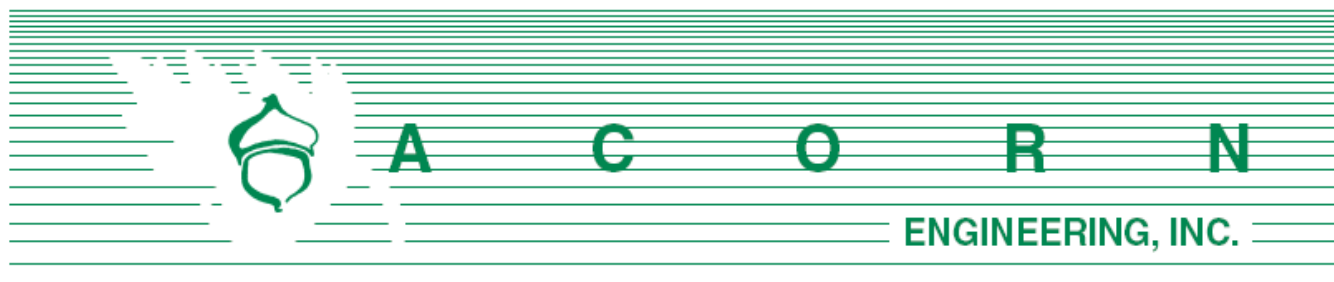
Sincerely,

A handwritten signature in black ink that reads 'Sam Lebel'.

Samuel Lebel, P.E.
Project Manager
Acorn Engineering, Inc.

Included with this certification are:

1. Copy of the invitation sent
2. Sign-in sheet
3. Meeting minutes



Dear Neighbor:

October 18, 2021

On behalf of Alex Coupe, we are pleased to invite you to a virtual neighborhood meeting to discuss a proposed Major Site Plan/Subdivision Application related to the property located at 392 St. John Street. The proposed development includes a three-story building that contains 10 two-bedroom units, 8 covered parking spaces, and indoor bicycle storage. The project proposes to share the driveway with the existing apartment building and improve the streetscape.

Meeting Location: As a safety measure, this meeting will **be held remotely via Zoom**, consistent with the City's Planning Board protocol. **Please email office@acorn-engineering.com to request a link or phone number to join the meeting.** You may also call the office line (listed below) to request this information.

Meeting Date/Time: Thursday, October 28, 2021, at 5:30 p.m.

The City code requires that property owners within 500 feet of the proposed development and residents on an "interested parties list" be invited to participate in a neighborhood meeting. Both the sign-in sheet and recorded meeting minutes will be submitted to the Planning Board. If you have any questions, please do not hesitate to call the office at (207) 775-2655. We look forward to seeing you at the meeting.

Sincerely,

Samuel J. Lebel, P.E.
Acorn Engineering, Inc.

Sign In Sheet

10/28/2021

392 St John Street Portland, ME 04101

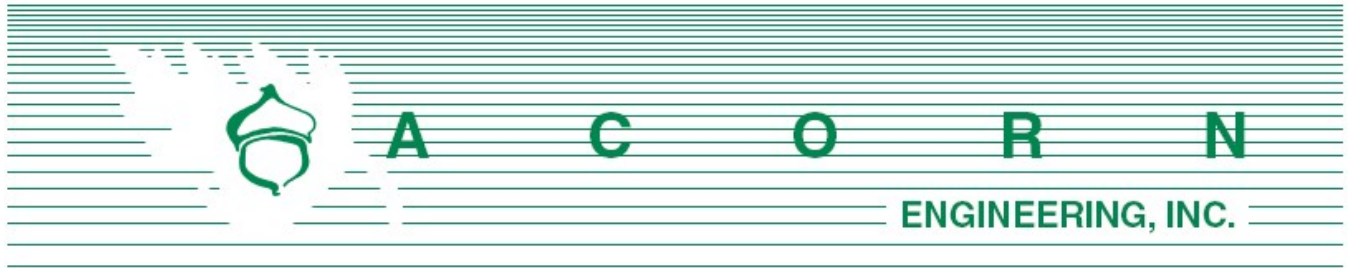
Members of the Public in Attendance:

NAME	E-MAIL
------	--------

There were zero attendees for the neighborhood meeting.

Developer and Consultant Team in Attendance:

NAME	E-MAIL
1. Sam Lebel	slebel@acorn-engineering.com
2. Zachary Stevens	zstevens@acorn-engineering.com
3. Tracie Reed	traciereed@dextrouscreative.com
4. Alex Coupe	alex@danandersonrealestate.com



**392 St John Street
Major Site Plan Submission**

Neighborhood Meeting Minutes

October 28, 2021 / 5:30 pm

Remote meeting via Zoom

Project Team Attendees:

Sam Lebel (SL): Civil Engineer/Presenter (Acorn Engineering)

Zachary Stevens (ZS): Civil Engineer/Note Taker (Acorn Engineering)

Tracie Reed (TR): Architect/Presenter (Dextrous Creative)

Alex Coupe (AC): Owner/Applicant

The neighborhood meeting started at 5:30pm and the project team waited until 5:45pm before concluding the meeting as a result of zero attendees. There was a single request for the zoom link prior to the meeting and the project team followed up with the neighbor after the meeting.

Please let us know if you have any questions or comments.

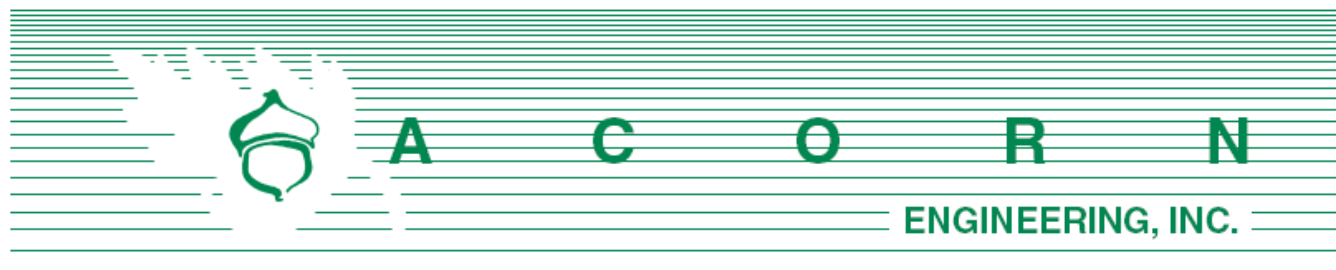
A handwritten signature in cursive script that reads 'Zachary Stevens'.

Zachary Stevens, EI

Design Engineer

Acorn Engineering, Inc.

ZStevens@acorn-engineering.com



Austen Torres Davis – City Planner
 Department of Planning & Urban Development
 City Hall, 389 Congress Street, 4th Floor
 Portland, Maine 04101

January 17th, 2022

Subject: Comment Response Letter
 392 St. John Street

On behalf of Alex Coupe, we are pleased to respond to the comments that we received dated January 7th, 2022, related to the proposed multifamily with first floor office space redevelopment located at 392 St. John Street.

General Comments from Planning Staff

Comment – Project will need to conform to lighting standards of the Technical Manual (10.2 General Standards: Residential).

Response – The proposed project does not presently include any street lighting.

Comment – Front entrance and interior circulation information should be clarified or revised. It appears that tenants would need to enter vestibule, then exit into covered exterior walkway to access residential stairway. This configuration is not ideal both from a design perspective and from the perspective of shielding tenants from the elements. Additionally, a buffer or guard rail protecting the walkway from the parking area should be included.

Response – Please refer to the project Architect's response letter for design basis and justification related to the first floor plan layout.

Comment – Site & Landscape Plan does not match the First Floor Plan, as the doorway adjacent to parking space #4 are shown with slightly different dimensions.

Response – The plans have been updated accordingly.

Lighting

Comment – Applicants should provide a photometric plan. One concern is the motion censored light on the left corner (near where the HVAC equipment is proposed). These lights should not encroach on neighboring property. All lights should be full cutoff.

Response – The photometric plan is forthcoming. The proposed lighting will be full cut off and the maximum illumination level at the property line will not exceed 0.1-foot candle

Comments Related to Zoning Standards

Comment – *Applicant will need to apply for a conditional use permit for office use in R-6 Zone. The planning board will review the conditional use permit application at Public Hearing.*

Response – The conditional use permit has been included as part of the resubmission. Please refer to Section AA. For additional information.

Comment – *The panhandle lot line should be explained. In this scheme both parking space and snow storage crosses the lot line which would require an easement. Additionally Shared driveways require easement.*

Response – The lot line has been divided as such to allow conformance with the R6 Zoning standards for both lots. Both parcels will be under common ownership and operation and will be subject to a mutual easement agreement as noted on the Site Plan and Subdivision Plat. This agreement will outline common/shared activities such as snow removal and access.

Comment – *The zoning analysis table should note 'right side' and 'left side' instead of simply noting 'side setback'.*

Response – The space and bulk table located on Sheet C-10 has been updated with left and right setbacks for each lot.

Comment – *Applicant needs to add information in Energov about the existing building and its proposed landscaping, etc.*

Response – The building footprint for the existing building onsite is 1,812sf, (we are unable to update the Energov manually). Please refer to the space and bulk table located on Sheet C-10 for the landscaped open space ratio.

Comment – *It should be shown on the plans how the applicant is meeting the required 20% open space.*

Response – A table has been added to Sheet C-10 that outlines the impervious area coverage for each lot.



Comments Related to Access & Parking

Comment – *Waivers will be needed for the 16' driveway width as well as for the 21' parking aisle width.*

Response – Please refer to section F. Waivers

Comment – *Applicant needs to submit turning templates.*

- *Column dimensions should be considered in turning template.*
- *Graphics need to be representative of column dimensions. Currently columns look small.*

Response – Vehicle turning movements have been conducted for the most restrictive parking spaces, please refer to Section Z. Turning Templates. Column dimensions as shown on the plan are accurate and have been confirmed by structural engineer. The column dimensions are 5.5"x5.5" Hollow Structural Steel (HSS), allowing for a reduced footprint in comparison to concrete.

Comment – *The ADA space and aisle should be moved so that there is less conflict with support columns, and so the adjacent doorway does not open into the parking space.*

Response – The doorway adjacent to parking space 4 has been modified so it no longer impacts the parking space. Refer for architectural plans for additional information.

Comment – *An EV charger should be included in this development but is not shown in plans.*

Response – An EV charger has been implemented into the site design. Please see Sheet C-10 for additional information.

Comment – *One parking space per residential unit is required, though a waiver can be sought for the first three. For office uses, one space is required for every 400 feet – therefore one parking space is required for this use.*

Response – Given the project is within a quarter mile of a transit facility, it's our understanding off-street parking is not technically required. However, because the program can accommodate space for dedicated parking, a total of 10 parking spaces are being provided for both buildings.

Comment – *The doorway accessed via Parking Space #4 and its aisle should not be located to open or be accessed directly from the parking area, it should have more space or be relocated.*

Response – The doorway adjacent to parking space 4 has been modified so it no longer impacts the parking space. Refer for architectural plans for additional information.



General Comments from DPW Staff

Comment – *Deed descriptions that match the plans should be included for each lot.*

Response – Deed descriptions will likely occur upon approval of this project.

Comment – *The site surveys need to be stamped and signed.*

Response – The stamped survey has been provided as part of this resubmission.

Comment – *Applicant should confirm whether they have reached out to DPW to confirm address of the new lot, as assessing needs to create a new tax lot number.*

Response – The project team has reached out to Charles Wordell with DPW and has confirmed that 386 St John Street will be the address of the proposed building. The existing building will remain 392 St John Street.

Comment – *Applicant needs to replace manhole/manhole cover.*

Response – Please provide additional information, we are unsure of what structure this relates to.

Comment – *Footing, setback, and elevation information should conform to safe construction standards as the development is proposed close to adjacent building. This should be included in construction management report. These standards should include Supportive excavation to ensure development does not harm neighboring property. This documentation should be included in foundation-plan.*

Response – The note above has been added to the construction management report. Temporary soil restraint along the basement portion of the proposed building will likely be necessary and is typically a design-build operation by a specialized geotechnical contractor.

Comment – *Sewer laterals should be indicated in utility plan. The utility plan shows where this is located but not where it is connected to the house.*

Response – A sewer lateral connection to the structure has been incorporated. It should be noted that this final location of the sewer lateral will need to be confirmed by MEP. Please see sheet C-20 for additional information.

Comment – *Applicant to provide documentation regarding screening and noise related to HVAC equipment.*

Response – The proposed use will not create unreasonable levels of noise; the projects HVAC system will be standard for residential, and office uses. To provide some background, the noise level will be approximately 52-54dB depending on the model. Our system has not been engineered at this point, so we do not have a specific model or documentation present at this time, but will be forthcoming.



Comment – Applicant to provide clarification on snow storage.

- 386: Diagrams only show snow storage location for 392 but not 386. Diagram instead shows arrow suggesting snow storage atop focal-point rain catchment. This should not be the case.
- 392: Diagrams shows snow storage at location that is above grade of driveway and parking. Clarify any runoff concerns.

Response – Snow storage will be primarily located on the rear of the parcel (west) and potentially along the edge of the existing building located at 392 St John Street. The project team anticipates a mutual drainage, access, and utility easement agreement which will include snow storage and management. To clarify, the rain garden will not be utilized as snow storage. Any additional snow onsite will be the owner's responsibility as indicated on the site plan general notes. There are no runoff concerns as the site has been engineered to be self-contained with drainage routed to catch basins.

Comment – Stormwater runoff information is calculated for entire lot prior to subdivision. This should likely be done for each individual lot after subdivision.

Response – We believe looking at the entire 11,000 sf parcel is appropriate for stormwater runoff. The two parcels effectively function as one site and therefore the hydrology was analyzed comprehensively. The proposed focal point rain garden system will result in an improvement to the existing site's water quality and quantity. Additionally, in regard to the existing lot located at 392 St John Street, a negligible amount (622 sf) of impervious area has been proposed on that parcel which does not trigger local stormwater management rules (1,000 sf of new impervious or greater).

Please let us know if you have any additional questions or comments.

Sincerely,



Samuel J. Lebel, P.E.
Project Manager
Acorn Engineering, Inc.



Zachary M. Stevens, E.I
Design Engineer
Acorn Engineering, Inc.



January 17, 2022

Sean King, ASLA
Urban Designer
City of Portland Maine
389 Congress Street
Portland, Maine 04101



Re: 392 St. John Street – Review Comments

Below please find our commentary regarding recent staff feedback on the St. John Street submission.

General Comments

Circulation

The majority of tenants will enter the covered parking area via vehicle and enter their unit directly from the centrally-located entrance stair. In order to activate the front façade, our team placed mail and laundry in this area to increase activity at the street front. Pedestrians and cyclists will enter via this entrance.

The walkway between the front common areas and stair tower is protected from the elements with a 20'-0" overhang, though untempered. The lack of physical separating wall between the two spaces adjacent to the walk allow car drivers to shut their doors and walk forward onto the path instead of behind their cars and completely exposed to the elements.

This Fair Housing compliant project now features nine two-bedroom units intended for long-term rental. Eight covered parking spaces are included for residents of the building, as well as enclosed areas for refuse and recycling bin storage. A shared drive will serve residents of the proposed building and spaces for the existing structure (to remain) located on the parcel. Our team has added wheel stops to protect pedestrians from the two vehicle spaces adjacent to the walk.

We feel this circulation pattern is preferable to forcing tenants to walk around vehicles and outside of cover. It also allows us to conceal recycling bins behind doors adjacent to the walk. If tenants are entering/exiting the building it is expected they would be dressed for the elements. This also protects the walkway from ice and snow.

The doorway adjacent to the stair entrance is for items like salt storage and a snow blower which would be difficult to store in the basement. This slab door will be painted to match adjacent siding and has been relocated so there is not a conflict with parking. The main doorway is a brightly painted full-lite door so we do not feel these two adjacent doors will cause confusion.

Lighting

There are two lights that will be on motion sensors for site security purposes both in areas on the side and back of the building. Our city has had multiple physical attacks on pedestrians over the years, many of which are instigated by perpetrators lurking in narrow passages between buildings that do not have such lighting. These lights will only turn on if there is significant movement in areas where no human should be present. While we hope they are infrequently activated, the safety of tenants and neighbors is paramount.

Column Size

The columns shown are the correct size. They are 5 ½" x 5 ½" steel HSS columns that will be sized to handle at 2,000# impact per code. These sizes are rendered correctly and have been confirmed with our structural engineer. Column sizes have also been considered on our turning template.

The centrally located ADA drive aisle is designed to accommodate two accessible vehicles if present. One of those spaces has a column between the loading and vehicular storage space. The other does not. In addition to locating this aisle to accommodate an extra ADA-vehicle we have placed our EV charger adjacent to that space to ensure it is accessible to someone who needs both the ADA spot and has an EV.

Design Standards

B-1 – Massing

As noted in the neighborhood study accompanying our original submission; within a two-block radius there are numerous buildings with a maximum width over 15'-0". The proposed building's façade is broken into two major sections. One between grid lines 1-2 is 13'-0" wide, which includes a first-floor business occupancy. The remainder (between grid lines 1.5-3) is 32'-0" further broken into a 17'-6" wide canopy and a 15'-6" recessed area. We feel this breaks up the building's massing at the street scale without feeling too disjointed. Buildings in the adjacent two blocks are not broken into narrow segments. They are predominantly wider than 15'-0" as illustrated below:

- 318 St. John Street: 188'-0"+ (along St. John Street)
- 392 St. John Street: façade width 24'-6"
- 396 St. John Street: façade width 26'-3"
- 400 St. John Street: façade width 27'-6"
- 382 St. John Street: façade width 30'-3"
- 377 St. John Street: façade width 40'-0"
- 162 Washburn Ave: façade width 55'-3"

B-6 Garages

See circulation comment. The covered walkway is protected from spaces via wheel stops and delineated with material change.

F-1 Articulation

Nominal 4" trim details including corner boards, and window trim have been added to the model to clarify articulation of the façade which are typical of neighboring structures.

F-3 Visual Cohesion

Our foundation is reinforced concrete. Standard does not suggest a brick foundation is required. All adjacent buildings are clapboard with no structures having a pattern of first floor masonry and upper floor clapboard/shingles. The structure will have exterior insulation outside of shell which will be covered with a smooth fiber cement panel in dark gray similar to LP Smartside Smooth Finish Panel in a cavern steel color. Our team does not feel adding a brick veneer to the exterior, of which a max. of 18" is visible and will be obscured by planting, merits the complexity of introducing such a detail to our project.

F-4 Delineation Between Floors

Raising the entrance canopy in line with the second-floor plate brings the pedestrian entrance out of scale team added a 4" nominal trim detail along the canopy and garage opening at the side of the building. We have raised it slightly from the previous iteration. We believe the open first floor on the side facade with vehicles set under the building is a strong visual delineation from the windows and clapboards on the upper stories; confusion between delineation of floors seems unlikely.

F-5 Porches, etc.

A rail, as required by building code, is provided at steps and the ADA ramp. It will not include balusters.

F-6 Main Entries

The canopy feature does not inhibit pedestrian access at the main entry ramp. A defining and supportive

structural column will provide point of attachment for a required hand rail. Ramp, handrails and extensions, as well as turning radii at top and bottom, meet ADA standards.

F-8 Articulation

All trim shown is 4" nominal trim. The fascia trim is over 6" and the eave extends 1'-0" from the face of the building. Our cornice trim is a flat-stock nominal 4" trim to match the siding.

G-1 Materials

See elevations and renderings. Elevations and renderings depict a dark blue/gray clapboard-style siding which will be fiber cement similar to cedar textured LP Smartside lap siding, color Rapids Blue.

G-2 Materials

Foundation will be differentiated with change in material color. It will not be brick veneered. Note that the foundation will largely be obscured by native plantings (see F-3 notes above).

ADA Review

First Floor Plan Comments

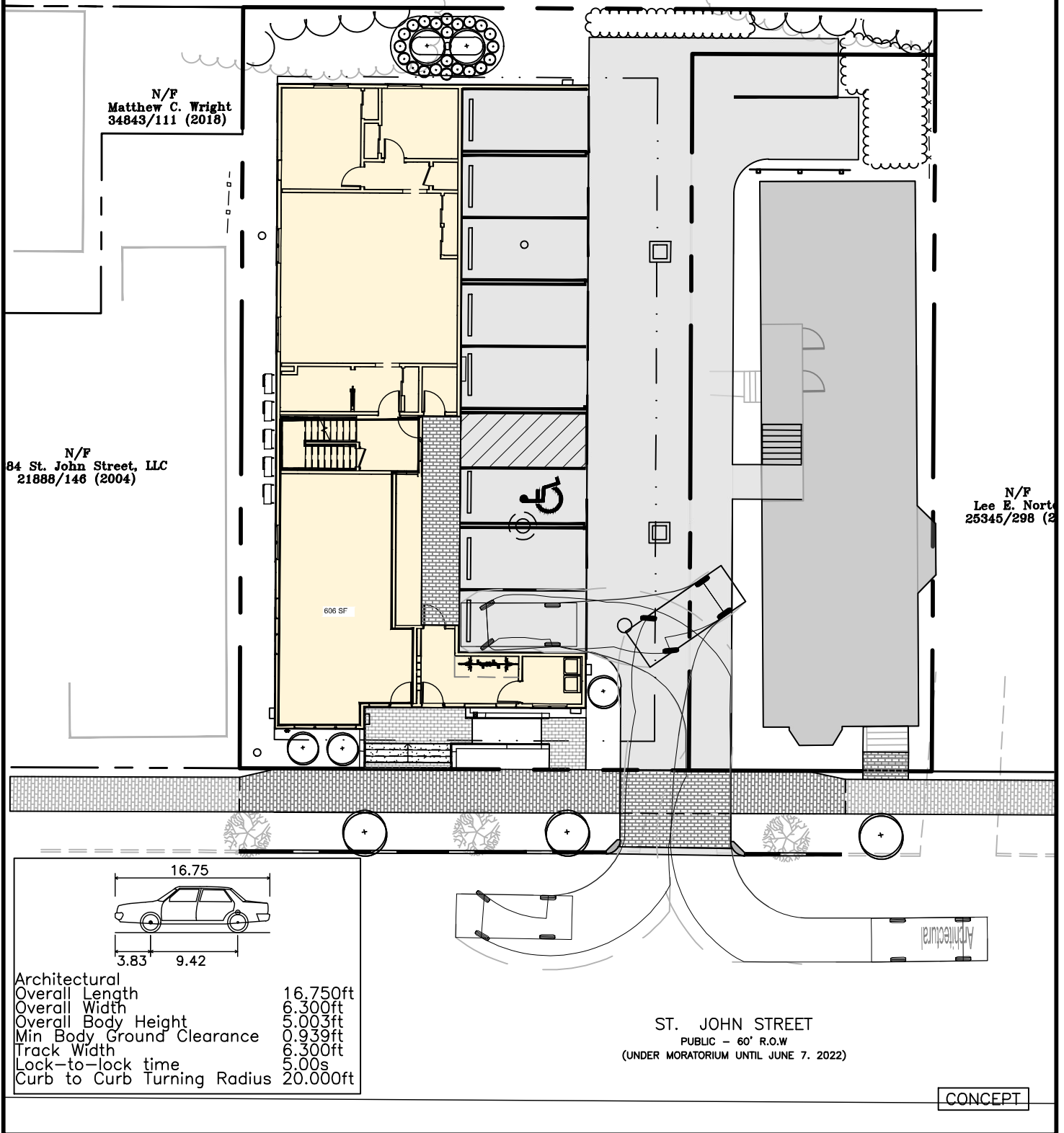
- Parking space: ADA space is between column lines E and D. There is no column obstructing this space. See comments under circulation on page 1.
- Door: The door has also been relocated adjacent to the walkway.
- Bathroom: Note the dashed fixture clearances on plan illustrating compliance. -Turning radius: There are 5'-0" turning radius at bottom and top of ramp.
- Rail: There are handrails on both ramp and stair which include 1'-0" rail extensions at top and bottom per code outside the turning radius.
- Mechanical exhaust: Mechanical engineer will confirm compliance with exhaust standards.
- EV charger placement: EV charger is placed adjacent to the access aisle to prevent non-compliance with amenities provided for accessible spaces inaccessible spaces.
- Basement: No tenant amenities in basement just building sprinkler riser.

Thanks for your feedback.

Regards,



Tracie J. Reed, Dextrous Creative, LLC (she/her)
Maine Licensed Architect. Licensed to Practice Architecture in MA, NCARB



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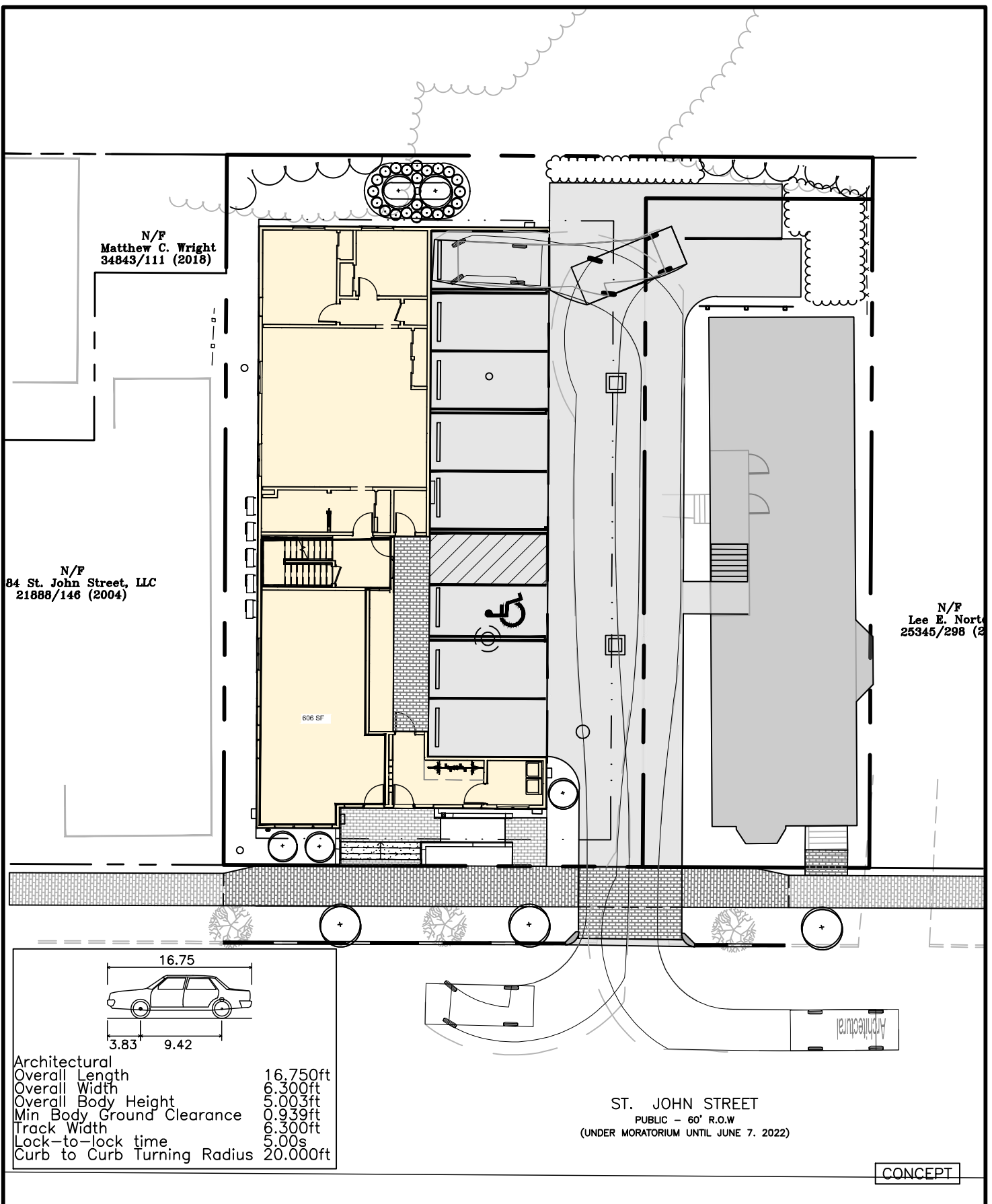


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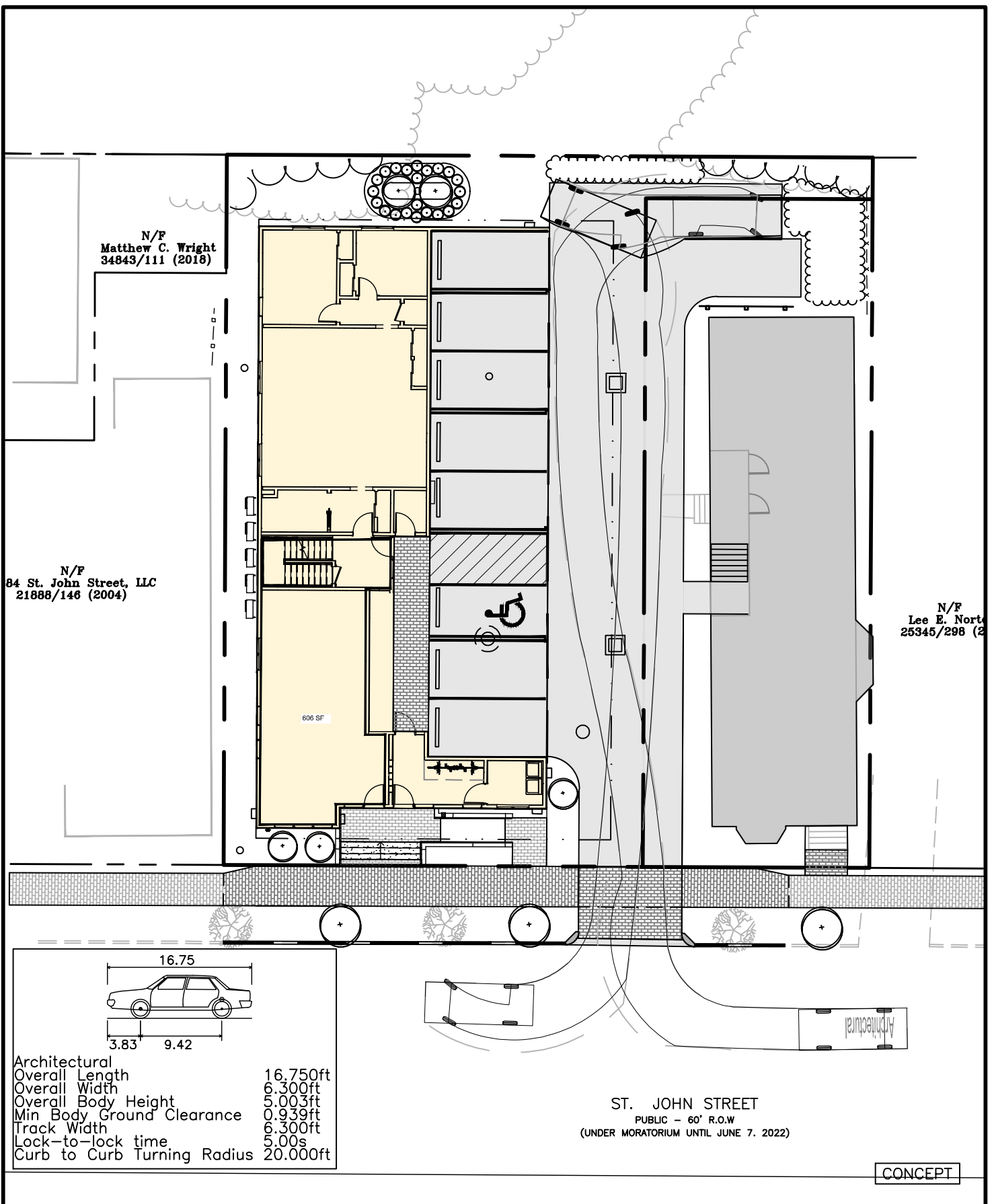
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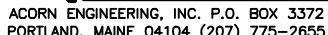
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	SCALE: AS NOTED				DATE
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	DRAWN BY: ZMS				
	CHECKED BY: WHS				



Austen Davis <austentd@portlandmaine.gov>

FW: 392 St. John St

2 messages

jrather@portlandmaine.gov <jrather@portlandmaine.gov>
To: Austen Davis <austentd@portlandmaine.gov>

Fri, Apr 8, 2022 at 9:50 AM

Hi Austen, when you have a minute, can you let Catherine know that this project is on for 4/26 PB? Thanks

From: planning@portlandmaine.gov <planning@portlandmaine.gov> **On Behalf Of** Catherine DiDominicus
Sent: Thursday, April 7, 2022 7:46 PM
To: planning@portlandmaine.gov
Cc: bob jablonski <bobsnips@gmail.com>; boodroger@gmail.com
Subject: 392 St. John St

Just checking on any future matter in regard to development at 392 St. John. We were informed of a meeting would be held on 4/4 but realized that was not a typical day for the planning board to meet. I also did not see the property listed in the upcoming agenda for 4/12. Any information appreciated,

Catherine DiDominicus

392 St. John Street, Apt 1

207-618-2381 or via this email.

This could further impact our housing, lifestyle, and most of all traffic and parking for all those living here or future occupants of the new proposed building. As well as my neighbors, whom I have talked at great length in regards to this. Once again, information appreciated.

Catherine DiDominicus

Sent from [Mail](#) for Windows

Austen Davis <austentd@portlandmaine.gov>
To: James Rather <jrather@portlandmaine.gov>

Fri, Apr 8, 2022 at 9:52 AM

Sure thing, I will respond to her email now.

[Quoted text hidden]

--

Austen Torres Davis

Planner

Planning & Urban Development Department

389 Congress Street

Portland, Maine 04101

austentd@portlandmaine.gov | (207) 874-8632



Austen Davis <austentd@portlandmaine.gov>

392 Saint John Street

3 messages

Austen Davis <austentd@portlandmaine.gov>
To: bobsnips@gmail.com, boodroger@gmail.com

Fri, Apr 8, 2022 at 9:59 AM

Good morning,

The Planning & Urban Development Department received an email on behalf of Catherine DiDominicus requesting information about 392 Saint John Street.

This project is set to go to the Planning Board for a public hearing on April 26th.

There was previously a neighborhood meeting as well as a workshop with the Planning Board.

Let me know if you have any specific questions about the site or schedule.

Best wishes,

--

Austen Torres Davis

Planner

Planning & Urban Development Department

389 Congress Street

Portland, Maine 04101

austentd@portlandmaine.gov | (207) 874-8632



bob jablonski <bobsnips@gmail.com>
To: Austen Davis <austentd@portlandmaine.gov>

Fri, Apr 8, 2022 at 10:28 AM

Hello Austen,

Is there any way to view the recent discussions about the property? I felt rather misinformed about 4/4, no one within City Hall could advise me. However will the 26th of April be via Zoom or in person? I am just seeking further knowledge about this property as me and my wife Catherine DiDominicus have been tenants here for over three years. We are especially concerned about the parking and traffic that this may impose. Any information.

Regards, John Jablonski

[Quoted text hidden]

[Quoted text hidden]

Notice: Under Maine law, documents - including e-mails - in the possession of public officials or city employees about government business may be classified as public records. There are very few exceptions. As a result, please be advised that what is written in an e-mail could be released to the public and/or the media if requested.

Austen Davis <austentd@portlandmaine.gov>
To: bob jablonski <bobsnips@gmail.com>

Fri, Apr 8, 2022 at 11:32 AM

Good morning Bob,

I am not sure about the 4/4 notification, for future reference Planning Board meetings are always held on the second and fourth Tuesday of each month.

Workshops begin at 4:30pm and Public Hearings begin at 7:00pm.

This project had a workshop on February 8th that can be viewed by following the link below:

<https://portlandme.civicclerk.com/web/player.aspx?id=2751>

Additionally, the applicant held a public meeting (which at the time was via Zoom) last October that no one attended.

The upcoming public hearing will be remote via Zoom. You will be able to access the agenda and Zoom link when they are posted by following the link below:

<https://www.portlandmaine.gov/129/Agendas-Minutes>

I can send you their most recent proposed site plan if you would like? (Though this may be altered slightly by the time it goes before the Board)

All of their application materials can be found by searching the site in our Citizen Self Service portal (link below).

https://selfservice.portlandmaine.gov/EnerGov_Prod/SelfService#/home

I hope this helps.

Best wishes,

Austen

[Quoted text hidden]

392 ST. JOHN STREET REDEVELOPMENT

ALEX COUPE
PORTLAND, MAINE

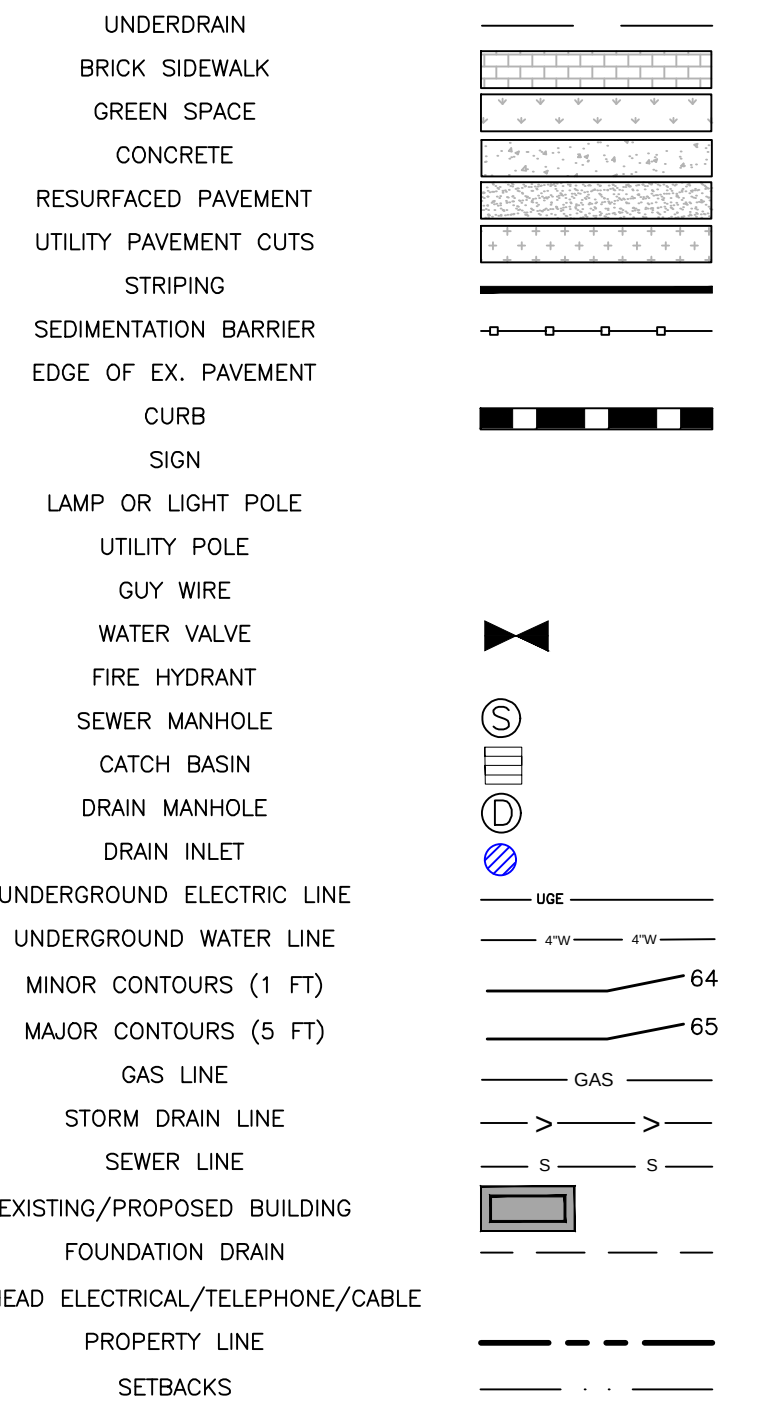
LEGEND

EXISTING

REFER TO THE
EXISTING
CONDITIONS PLAN
FOR ADDITIONAL
INFORMATION



PROPOSED



INDEX

C-01	COVER SHEET & LEGEND
C-02	GENERAL NOTES
EX	EXISTING CONDITIONS PLAN - BY STEPHEN J. MARTIN, DATED 12/30/2020.
C-03	CONSTRUCTION MANAGEMENT PLAN
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C-20	UTILITY PLAN
C-30	GRADING & DRAINAGE PLAN
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C-45	DRAINAGE DETAILS
C-46	FOCAL POINT DETAILS
C-47	EROSION CONTROL DETAILS & NOTES

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UTILITIES

SEWER

DEPARTMENT OF PUBLIC WORKS (DPW)
250 CANCO ROAD
PORTLAND, MAINE 04101
CONTACT: BRAD ROLAND, PE
(207) 874-8834



WATER

PORTLAND WATER DISTRICT
225 DOUGLASS STREET
PO BOX 3553
PORTLAND, MAINE 04104
ATTN: MEANS DIVISION
(207) 774-5961



ELECTRIC

CENTRAL MAINE POWER COMPANY (CMP)
162 CANCO ROAD
PORTLAND, MAINE 04103
CONTACT: JAMIE COUGH
(207) 828-2882



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(FORMERLY FAIRPOINT)
45 FOREST AVENUE
PORTLAND, MAINE 04101
CONTACT: PAT MORRISON
(207) 745-9363



CABLE

SPECTRUM CABLE
118 JOHNSON ROAD
PORTLAND, MAINE, 04102
CONTACT: MARK PELLETIER
(877) 546-0962



NATURAL GAS

UNITIL SERVICE CORP
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(207) 541-2536



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TRACIE REED ARCHITECTURE
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CIVIL ENGINEER:

ACORN ENGINEERING, INC.
PORTLAND, MAINE
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GEOTECHNICAL ENGINEER

SUMMIT GEOENGINEERING SERVICES
LEWISTON, MAINE
CONTACT: BILL PETERLEIN, P.E.
(207) 576-3313

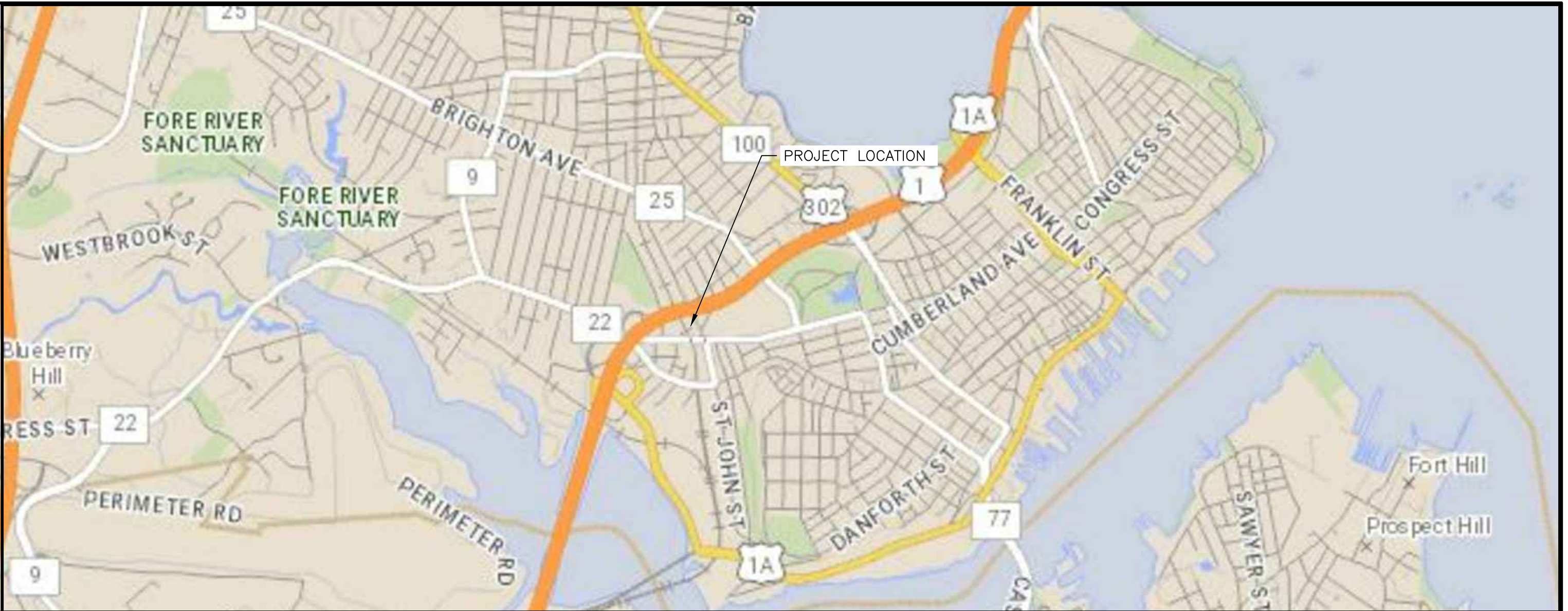


ABBREVIATIONS

PARTIAL LIST OF ABBREVIATIONS AND THEIR CORRESPONDING MEANING. PLEASE CONTACT THE ENGINEER FOR ANY CLARIFICATION

APPROX.	APPROXIMATE
BC	BOTTOM OF CURB
BMP	BEST MANAGEMENT PRACTICE
BOT.	BOTTOM
CB	CATCH BASIN
CF	CUBIC FOOT
CIP	CAST IN PLACE
CL	CENTERLINE
CM	CONSTRUCTION MANAGER
CMP	CENTRAL MAINE POWER
CONC.	CONCRETE
CPP	CORRUGATED PLASTIC PIPE
CY	CUBIC YARD
DI	DUCTILE IRON PIPE
DIA.	DIAMETER
DIM.	DIMENSION
EA.	EACH
ELEC.	ELECTRICAL
ELEV.	ELEVATION
EQUIV.	EQUIVALENT
EST.	ESTIMATE
EX.	EXISTING
FFE	FINISH FLOOR ELEVATION
FT.	FEET
HDPE	HIGH DENSITY POLY ETHYLENE
ID	INNER DIAMETER
IN.	INCH
INV.	INVERT
L	LENGTH
MAX.	MAXIMUM
MDEP	MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION
MDOT	MAINE DEPARTMENT OF TRANSPORTATION
M.E.P	MECHANICAL, ELECTRICAL, PLUMBING DESIGNER
MFG.	MANUFACTURED
MH	MANHOLE
MIN.	MINIMUM
O.C.	ON CENTER
OD	OUTSIDE DIAMETER
OHE/T/C	OVERHEAD ELECTRIC/TELEPHONE/CABLE
PC	PRECAST
PE	PROFESSIONAL ENGINEER
PL	PROPERTY LINE
PLS	PROFESSIONAL LAND SURVEYOR
PROP.	PROPOSED
PSI	POUNDS PER SQUARE INCH
PVC	POLYVINYL CHLORIDE
PWD	PORTLAND WATER DISTRICT
R	RADIUS
RD	ROOF DRAIN
RET.	RETAINING
ROW	RIGHT OF WAY
S	SLOPE
SD	STORM DRAIN
SDR	STANDARD DIMENSION RATIO
SF	SQUARE FEET
SMH	SEWER MANHOLE
SPEC.	SPECIFICATION
TC	TOP OF CURB
TW	TOP OF WALL
TYP.	TYPICAL
UD	UNDERDRAIN
UGE	UNDERGROUND ELECTRIC
VIF	VERIFY IN FIELD

PERMIT LEVEL
NOT ISSUED FOR
CONSTRUCTION



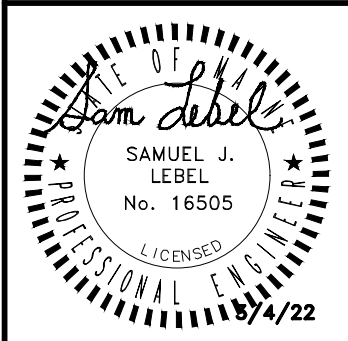
VICINITY MAP
NTS

ISSUED FOR	BY
MAJOR SITE/SUB	SJL
COMMENT RESPONSE	SJL
COMMENT RESPONSE - 2	SJL

COVER SHEET & LEGEND	PROJECT NAME	CLIENT
392 ST. JOHN STREET REDEVELOPMENT	ALEX COUPE	PORTLAND, ME

ACORN ENGINEERING, INC.	ENGINEERING, INC.
PO BOX 3372, PORTLAND MAINE 04104	(207) 775-2655

FILE:	1156_CIVIL
JN:	1156
SCALE:	AS NOTED
DESIGNED BY:	SJL
DRAWN BY:	ZMS
CHECKED BY:	WHS



DRAWING NO.	C-01
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1. THE CONTRACTOR SHALL CALL THE APPROPRIATE UTILITY COMPANIES AND DIG SAFE AT LEAST 72 HOURS PRIOR TO ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION FOR UTILITIES. OTHERWISE IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE LOCATION OF UNDERGROUND UTILITIES AND LOCATE ANY POTENTIAL CONFLICTS WITH THE APPROVED PLANS PRIOR TO CONSTRUCTION.

- CIVIL SITE NOTES:

- SPECIAL INSPECTION NOTES:

1. ALL SITE SOILS-RELATED WORK AND FOOTING EXCAVATIONS PRIOR TO PLACING FORMS, SHALL BE REVIEWED BY THE PROJECT GEOTECHNICAL ENGINEER. CONTRACTOR TO NOTIFY GEOTECHNICAL ENGINEER.
2. STORMWATER INSPECTIONS TO BE CONDUCTED BY ACORN ENGINEERING. CONTRACTOR TO NOTIFY ACORN ENGINEERING.
3. NORMAL REVIEWS BY LOCAL BUILDING DEPARTMENT. NOTIFY 48 HOURS PRIOR TO REQUIRED REVIEW.
4. REQUIRED SPECIAL INSPECTIONS PER I.B.C. SECTION 1705.6 BY AN APPROVED SPECIAL INSPECTOR RETAINED BY OWNER. CONTRACTOR TO COORDINATE SPECIAL INSPECTIONS.
5. SPECIAL INSPECTOR SHALL BE A QUALIFIED PERSON WHO SHALL DEMONSTRATE COMPETENCE, TO THE SATISFACTION OF THE

BUILDING OFFICIAL, FOR INSPECTION OF THE PARTICULAR TYPE OF CONSTRUCTION OR OPERATION REQUIRING SPECIAL INSPECTION.

- 5.1. DUTIES AND RESPONSIBILITIES OF THE SPECIAL INSPECTOR SHALL BE TO OBSERVE AND/OR TEST THE WORK ASSIGNED AND OUTLINE ABOVE FOR CONFORMANCE WITH THE CONTRACT DOCUMENTS, ALL DISCREPANCIES SHALL BE BROUGHT TO THE IMMEDIATE ATTENTION OF THE CONTRACTOR FOR CORRECTION.
- 5.2. THE SPECIAL INSPECTOR SHALL FURNISH REGULAR REPORTS TO THE BUILDING OFFICIAL, THE ARCHITECT AND ENGINEER OF RECORD, AND OTHER DESIGNATED PERSONS. PROGRESS REPORTS FOR CONTINUOUS INSPECTION SHALL BE FURNISHED WEEKLY. INDIVIDUAL REPORTS OF PERIODIC INSPECTIONS SHALL BE FURNISHED WITHIN ONE WEEK OF INSPECTION DATES. THE REPORTS SHALL NOTE UNCORRECTED DEFICIENCIES, AND NET CHANGES TO THE APPROVED CONSTRUCTION DOCUMENTS AUTHORIZED BY THE ENGINEER OF RECORD.
- 5.3. THE SPECIAL INSPECTOR SHALL SUBMIT A FINAL SIGNED REPORT WITHIN TEN DAYS OF THE FINAL INSPECTION STATING WHETHER THE WORK REQUIRING SPECIAL INSPECTION WAS TO THE BEST OF THE INSPECTOR'S KNOWLEDGE AND BELIEF IN CONFORMANCE WITH THE APPROVED CONSTRUCTION DOCUMENTS AND THE APPLICABLE WORKMANSHIP PROVISIONS OF THE INTERNATIONAL BUILDING CODE. WORK NOT IN COMPLIANCE SHALL BE NOTED IN THE REPORT.
- 5.4. SPECIAL INSPECTOR SHALL BE EMPLOYED BY OWNER AND COORDINATED BY THE CONTRACTOR.

1. MONUMENTS DELINEATING PROPERTY LINES OR RIGHT OF WAYS SHALL NOT BE DISTURBED DURING CONSTRUCTION OPERATIONS. IN THE CASE A MONUMENT IS DISTURBED, AT THE CONTRACTOR'S EXPENSE, THE MONUMENT SHALL BE RESET TO ITS ORIGINAL LOCATION AND ELEVATION BY A LICENSED PROFESSIONAL LAND SURVEYOR.

2. ALL DIMENSIONS ON THE FOLLOWING SHEETS TAKE PRECEDENT OVER SCALED DIMENSIONS. EACH DRAWING WITH A BAR SCALE MEANS THAT THE DRAWING/DETAIL HAS BEEN SCALED AS ACCURATELY AS POSSIBLE, AND THE BAR SCALE IS FOR GENERAL REFERENCE ONLY. IF NO BAR SCALE IS PRESENT, THEN THERE IS NO SCALE TO THAT DRAWING/DETAIL. AT NO TIME SHOULD DRAWINGS BE SCALED FROM. ANY DISCREPANCIES BETWEEN DRAWINGS, DETAILS, SPECIFICATIONS AND THE FIELD CONDITION SHALL BE IMMEDIATELY REPORTED TO ACORN FOR FURTHER DIRECTIONS BEFORE ANY ADDITIONAL WORK PROCEEDS.
3. SIGNAGE, STRIPING, AND PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
4. ALL TRAFFIC CONTROL SIGNS INDICATED ON THE SITE LAYOUT PLAN ARE TO MEET ALL REQUIREMENTS & CONDITIONS OF THE CITY OF PORTLAND, MAINE DEPARTMENT OF TRANSPORTATION AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION.
5. THE CONTRACTOR SHALL OBTAIN THE SERVICES OF A LICENSED PROFESSIONAL LAND SURVEYOR TO PROVIDE A MINIMUM OF TWO TEMPORARY BENCHMARKS WITHIN THE SITE AND TO LOCATE PROPOSED STRUCTURE CORNERS.
6. CONTRACTOR TO ENSURE THAT ACCESS, INCLUDING BUT NOT LIMITED TO WALKWAYS, DRIVEWAYS, AND MAILBOXES ADJACENT TO THE PROJECT REMAIN FUNCTIONAL AND AVAILABLE FOR USE AT ALL TIMES.

1. THIS PROJECT IS SUBJECT TO THE TERMS AND CONDITIONS OF SITE PLAN – MAJOR SITE PLAN AND SUBDIVISION PERMIT FROM THE CITY OF PORTLAND.
2. THE CONTRACTOR SHALL REVIEW THE ABOVE REFERENCED PERMITS PRIOR TO SUBMITTING A BID FOR THIS PROJECT, AND INCLUDE COSTS AS NECESSARY TO COMPLY WITH THE CONDITIONS OF THESE PERMITS.
3. ALL WORK WITHIN THE PUBLIC RIGHT-OF-WAY REQUIRES A STREET OPENING PERMIT FROM THE CITY OF PORTLAND. ADDITIONALLY, COORDINATE WITH THE DEPARTMENT OF PUBLIC WORKS.

1. TOPSOIL STRIPPED FROM THE SITE THAT IS SUITABLE FOR REUSE AS LOAM (MEETS THE REQUIREMENTS WITHIN SECTION 615 OF THE MDOT STANDARD SPECIFICATIONS, MOST RECENT VERSION AND IS FREE OF TRACEABLE AMOUNTS OF CONTAMINANTS) SHALL BE STOCKPILED WITHIN THE PROPOSED LIMIT OF WORK AREA. THE CONTRACTOR SHALL NOT ASSUME THAT ANY STRIPPED TOPSOIL WILL BE ACCEPTABLE FOR REUSE WITH THEIR ESTIMATE.

2. THE CONTRACTOR SHALL ANTICIPATE THAT GROUNDWATER WILL BE ENCOUNTERED DURING CONSTRUCTION AND SHALL INCLUDE SUFFICIENT COSTS WITHIN THEIR BID TO PROVIDE DEWATERING AS NECESSARY; NO SEPARATE PAYMENT SHALL BE MADE TO THE CONTRACTOR FOR DEWATERING. DEWATERING SHALL INCLUDE TREATMENT OF SILT THROUGH THE USE OF A DIRTBAG BY ACORN ENVIRONMENTAL OR APPROVED EQUIVALENT. FLOWS FROM DEWATERING ACTIVITIES SHALL NOT BE DISCHARGED INTO SANITARY SEWERS. SEE BORING LOGS FOR ADDITIONAL INFORMATION.
3. THE OWNER SHALL BE RESPONSIBLE FOR OBTAINING ANY EASEMENT OR TEMPORARY CONSTRUCTION RIGHTS AS NECESSARY BY NOTIFYING ADJACENT LAND OWNERS. THE CONTRACTOR SHALL NOT DISTURB ANY SOIL BEYOND THE PROPERTY LINE WITHOUT PRIVATEING AND OBTAINING SUCH EASEMENT OR TEMPORARY CONSTRUCTION RIGHT FROM THE ADJACENT LAND OWNERS. PRIOR TO THE CONTRACTOR PRICING THE WORK, THEY SHALL PROVIDE ACORN WITH PROOF OF SUCH EASEMENT OR TEMPORARY RIGHTS. SHOULD EASEMENTS OR TEMPORARY RIGHTS NOT BE AVAILABLE, THE CONTRACTOR SHALL INCLUDE COST FOR BRACING AND SHORING AS NECESSARY.
4. THE CONTRACTOR SHALL PROVIDE A FINISH PAVEMENT SURFACE FREE OF LOW SPOTS AND PONDING AREAS. THE MINIMUM SLOPE SHALL MEET OR EXCEED 0.5% IN ALL CASES. ALL SLOPES SHALL BE AWAY FROM BUILDINGS AND TOP OF PAVEMENT SHALL BE AT OR BELOW EXISTING FINISH FLOOR ELEVATIONS.
5. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST GEOTECHNICAL REPORT PREPARED BY THE PROJECT GEOTECHNICAL ENGINEER; SUMMIT GEOENGINEERING.
6. NO ADDITIONAL PAYMENT FOR UNSUITABLE MATERIALS.
7. ALL STORM DRAIN PIPE SHALL BE SMOOTH BORE INTERIOR PROVIDING A MANNINGS ROUGHNESS COEFFICIENT OF $N=0.012$ OR LESS.
8. ADJUST ALL MANHOLES, CATCH BASINS, CURB BOXES, ETC. WITHIN LIMITS OF WORK TO FINISH GRADE.
9. NATIVE SOILS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO LIMIT THE DISTURBANCE TO SUBGRADE SOILS. SHOULD THE SUBGRADE BECOME YIELDING OR DIFFICULT TO WORK, CONTACT ACORN. THE DISTURBED AREAS SHALL BE EXCAVATED AND BACKFILLED WITH COMPACTED SELECT FILL OR CRUSHED STONE AT NO ADDITIONAL EXPENSE TO THE OWNER.
10. ALL SUBGRADE PREPARATION IS SUBJECT TO THE RECOMMENDATIONS OF THE PROJECT GEOTECHNICAL ENGINEER; SUMMIT GEOENGINEERING.

1. DISTURBED AREAS ARE DEFINED AS THOSE SURFACES WHERE EXISTING VEGETATION OR STRUCTURES HAVE BEEN REMOVED, EXPOSING NATIVE SOIL TO THE ELEMENTS.

2. ALL ROUTINE WORK ACTIVITIES SHALL BE CONDUCTED IN SUCH A WAY TO LIMIT THE AMOUNT OF DISTURBED AREA AT ONE TIME TO THE EXTENT PRACTICABLE.
3. PRIOR TO THE START OF ANY CLEARING/LAND DISTURBING ACTIVITIES, THE CONTRACTOR SHALL INSTALL APPLICABLE EROSION CONTROL DEVICES SUCH AS PERIMETER SILT FENCE, AND OTHER APPLICABLE MEASURES. IN THE EVENT THE CONTRACTOR IS NOT SURE A EROSION CONTROL MEASURE SHOULD BE IMPLEMENTED, THE CONTRACTOR SHALL CONTACT THE ENGINEER OF RECORD TO CONFIRM IMPLEMENTATION OF ANY EROSION CONTROL DEVICES.
4. ALL GROUND AREAS GRADED FOR CONSTRUCTION SHALL BE GRADED, LOAMED, SEEDED AND MULCH SHALL BE APPLIED AS SOON AS POSSIBLE WITHIN 7 DAYS FOLLOWING THE COMPLETION OF ANY SOIL DISTURBANCE, AND PRIOR TO ANY STORM EVENT.
5. EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE INSTALLED TO THE SATISFACTION OF THE CITY. THE CONTRACTOR SHALL REFERENCE THE APPROVED EROSION AND SEDIMENTATION CONTROL REPORT FOR TEMPORARY AND PERMANENT EROSION AND SEDIMENTATION CONTROL DEVICES IN ADDITION TO THE PLAN SET. REFER TO THE CURRENT MAINE EROSION AND SEDIMENTATION CONTROL BMP MANUAL FOR ADDITIONAL INFORMATION.
6. AT THE END OF CONSTRUCTION, THE CONTRACTOR SHALL REMOVE ALL SEDIMENT FROM STORM DRAINS, CATCH BASINS, AND APPURTENANCES.
7. REFER TO THE EROSION CONTROL DETAILS & NOTES FOR ADDITIONAL INFORMATION.

1. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND ELEVATION OF THE EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED UPON RECORDS OF VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THIS INFORMATION IS NOT TO BE RELIED UPON AS BEING EXACT OR COMPLETE. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO TEST PIT TO DETERMINE THE EXACT LOCATION AND ELEVATION OF UTILITIES TO COORDINATE WITH THE PROPOSED CONNECTIONS OR CROSSING. ANY DISCREPANCIES SHALL BE IMMEDIATELY REPORTED TO ACORN FOR FURTHER DIRECTIONS BEFORE ANY ADDITIONAL WORK PROCEEDS.

2. CONTRACTOR TO BYPASS EXISTING SEWER FLOW CONTROL AT CONNECTION TO EXISTING SYSTEM AT NO ADDITIONAL COST.
3. CONTRACTOR SHALL, AT NO ADDITIONAL COST TO THE OWNER, CONDUCT EXPLORATORY EXCAVATIONS AT LOCATIONS WHERE PROPOSED EXCAVATION WILL INTERSECT WITH EXISTING UTILITIES, PRIOR TO THE ORDERING OF STRUCTURES.
4. ALL NEW SANITARY MANHOLES SHALL BE VACUUM TESTED BEFORE BACKFILLING. TESTING SHALL BE COMPLETED IN ACCORDANCE WITH TECHNICAL REPORT #16 (TR-16): GUIDES FOR THE DESIGN OF WASTEWATER TREATMENT WORKS, PREPARED BY THE NEW ENGLAND INTERSTATE WATER POLLUTION CONTROL COMMISSION.
5. SEWER MANHOLES SHALL BE 4' ID UNLESS OTHERWISE STATED ON THE PLANS.
6. CONTRACTOR TO PROVIDE 5.5' OF COVER FROM TOP OF PIPE TO FINISH GRADE FOR WATER MAINS.
7. THRUST BLOCKS SHALL BE USED FOR THRUST RESTRAIN ON WATER MAINS. DETAIL AND LIMITS FOR THRUST BLOCKS ARE SHOWN WITHIN THE PLAN SET.
8. WATER INFRASTRUCTURE SHALL BE TESTED IN ACCORDANCE WITH THE PORTLAND WATER DISTRICT DOCUMENT "WATER AND SEWER CONSTRUCTION SPECIFICATIONS AND PROCEDURE", MOST RECENT REVISION.
9. ALL REQUIRED FITTINGS FOR THE WATER MAIN ARE NOT SHOWN ON DRAWINGS. CONTRACTOR SHALL FURNISH AND INSTALL ALL NECESSARY FITTINGS REQUIRED TO CONSTRUCT THE WATER MAIN IN ACCORDANCE WITH CITY OF PORTLAND, STATE OF MAINE AND AMERICAN WATER WORKS ASSOCIATION STANDARDS AND REGULATIONS.
10. CONTRACTOR SHALL COORDINATE WORK REGARDING ANY WATER MAIN CONNECTION AND WATER MAIN SHUTDOWN WITH THE PORTLAND WATER DISTRICT AT LEAST SEVEN (7) DAYS PRIOR TO CONSTRUCTION.
11. ALL WATER PIPE INSTALLATION SHALL CONFORM WITH THE PORTLAND WATER DISTRICT SPECIFICATIONS AND PROCEDURES, MOST RECENT EDITION.
12. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.
13. SEWER, GAS, TELEPHONE, ELECTRICITY, CABLE, WATER AND ANY OTHER UTILITY CONNECTIONS SHALL BE REVIEWED BY PLUMBING, ELECTRICAL, AND MECHANICAL DESIGNER FOR CONSISTENCY WITH THEIR PLANS PRIOR TO CONSTRUCTION.
14. COORDINATE EXIT POINT FOR SECONDARY UTILITY SERVICES WITH THE ARCHITECT/ELECTRICAL ENGINEER. SECONDARY LINE LOCATIONS NOT PROVIDED BY ACORN WITHIN THE UTILITY PLAN.
15. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN ALL THE NECESSARY PERMITS FOR THE INSTALLATION OF THE UTILITIES AND STORMDRAINS WITHIN THE PUBLIC RIGHT OF WAY. THE CONTRACTOR SHALL SUBMIT A MAINTENANCE OF TRAFFIC PLAN TO THE CITY IN ACCORDANCE WITH THE CITY OF PORTLAND TECHNICAL MANUAL PRIOR TO ANY WORK.
16. THE CONTRACTOR SHALL PROVIDE AND INSTALL ALL BOXES, FITTINGS, CONNECTORS, COVER PLATES AND OTHER MISCELLANEOUS ITEMS NOT NECESSARILY DETAILED ON THE DRAWINGS TO RENDER INSTALLATION OF UTILITIES COMPLETE AND OPERATIONAL AT NO EXTRA EXPENSE TO THE OWNER.
17. ALL PIPE LINES SHALL SLOPE UNIFORMLY BETWEEN ELEVATIONS INDICATED ON THE DRAWINGS. NO CRESTS OR SAGS IN THE PIPING WILL BE PERMITTED. ALL HORIZONTAL AND VERTICAL BENDS IN PRESSURIZED PIPE LINES SHALL BE SUITABLY RESTRAINED WITH THRUST BLOCKS OR RETAINER GLANDS. RETAINER GLANDS ALLOWED FOR DUCTILE IRON PIPE ONLY. PROVIDE ALL BENDS, HORIZONTAL AND VERTICAL, AS REQUIRED TO MEET THE GRADES AND ALIGNMENTS INDICATED ON THE DRAWINGS.
18. ALL WASTEWATER PIPING, EXCLUDING BUILDING DRAINS, AND ALL PRESSURIZED PIPING, TO INCLUDE WATER MAINS, INSTALLED BENEATH STRUCTURES SHALL BE ENCASED IN CONCRETE.
19. WHERE NEW PIPING IS TO BE CONNECTED TO EXISTING PIPING, THE CONTRACTOR SHALL FURNISH AND INSTALL ALL ADAPTERS, FITTINGS AND ADDITIONAL PIPE AS REQUIRED TO ENSURE A COMPLETE AND PROPERLY FUNCTIONING CONNECTION. CONTRACTOR TO VERIFY LOCATION, ELEVATION, ORIENTATION AND MATERIAL OF CONSTRUCTION. ADAPTERS AND FITTINGS ARE INCIDENTAL TO THE PIPE INSTALLATION.
20. WHENEVER POSSIBLE, WATER LINES SHOULD BE INSTALLED OVER WASTEWATER LINES. A MINIMUM SEPARATION OF 18 INCHES BETWEEN THE BOTTOM OF THE WATER LINE AND THE TOP OF THE WASTEWATER LINE SHALL BE MAINTAINED WHERE POSSIBLE. WHERE A WATER LINE CROSSES UNDER THE WASTEWATER LINE, A FULL LENGTH OF WASTEWATER PIPE SHALL BE CENTERED ABOVE THE WATER LINE SO THAT BOTH JOINTS WILL BE AS FAR FROM THE WATER LINE AS POSSIBLE.
21. THE CONTRACTOR SHALL BE ANTICIPATE THAT THE NATIVE SILT AND CLAY SOILS WILL NOT BE SUITABLE FOR PIPE TRENCH BACKFILL IN PAVED AREAS.
22. GROUNDWATER SHALL BE CONTROLLED TO A LEVEL OF AT LEAST ONE FOOT BELOW SUBGRADE OF THE PIPE OR STRUCTURE. THE CONTRACTOR SHALL MAINTAIN THE LOWERED GROUNDWATER LEVEL UNTIL CONSTRUCTION HAS BEEN COMPLETED TO SUCH AN EXTENT THAT THE STRUCTURES OR PIPES WILL NOT BE FLOATED OR OTHERWISE DAMAGED.
23. EXCAVATION TO SUBRADE IN NATIVE SILT AND CLAY SHALL BE COMPLETED WITH A SMOOTH EDGE BUCKET TO MINIMIZE SUBGRADE DISTURBANCE.
24. ALL ADJUSTMENTS TO FINISHED GRADE ARE TO BE COMPLETED BY THE CONTRACTOR. THE CONTRACTOR SHALL CONFIRM STRUCTURES THAT REQUIRE ADJUSTMENT WITH THE ENGINEER OR OWNERS REPRESENTATIVE PRIOR TO ADJUSTING FRAMES.

1. THE FOLLOWING ITEMS ARE TYPICAL OF MATERIAL WHICH MAY BE ON SITE:
 - ROCK AND CONCRETE FOUNDATIONS
 - CONCRETE SLABS
 - BITUMINOUS ASPHALT PAVEMENT
 - CONCRETE PADS AND BLOCKS
 - FENCE POST AND FENCING
 - UNDERGROUND UTILITY LINES
 - ABOVE AND OR BELOW FUEL OIL AND PROPANE GAS TANKS
 - STORM DRAIN PIPES AND APPURTENANCE STRUCTURES
 - OTHER TRASH & MISCELLANEOUS SOLID WASTES
2. THE CONTRACTOR IS ADVISED TO VISIT THE SITE TO CONFIRM DEMOLITION ITEMS SINCE THE LIST IS NOT INCLUSIVE OF THE SITE CONDITIONS WHICH MAY BE ENCOUNTERED
3. ALL DISPOSAL OF DEMOLITION DEBRIS OR WASTE SHALL BE IN ACCORDANCE WITH ALL LOCAL, STATE, & FEDERAL REGULATIONS. CONTRACTORS SHALL PROVIDE OWNER WITH APPROPRIATE "BILLS OF LADING" DEMONSTRATING PROPER DISPOSAL OF ALL MATERIALS.
4. THE CLIENT HAS NOT REQUESTED NOR HAS ACORN COMPLETED A PHASE I - ENVIRONMENTAL SITE ASSESSMENT FOR THE PROPERTY.

PERMIT LEVEL
NOT ISSUED FOR
CONSTRUCTION

[illegible]

DRAWING NAME:	GENERAL NOTES
PROJECT NAME:	392 ST. JOHN STREET REDEVELOPMENT
CLIENT:	ALEX COUPE PORTLAND, ME



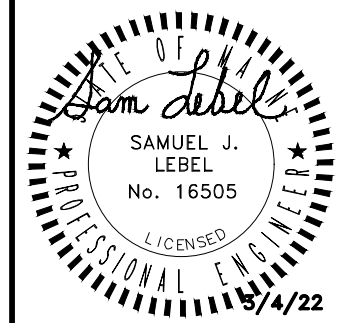
A C O R N

ENGINEERING, INC.

ACORN ENGINEERING, INC.
P.O. BOX 3372, PORTLAND, MAINE 04104
(207) 775-2655

THIS PLAN SHALL NOT BE USED OR REPRODUCED WITHOUT WRITTEN PERMISSION FROM ACORN ENGINEERING, INC. ANY ALTERATIONS, AUTHORIZED OR UNAUTHORIZED, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO ACORN ENGINEERING, INC.

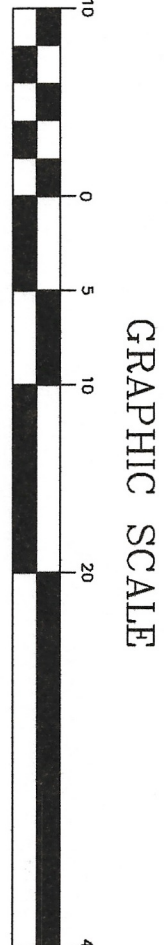
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DRAWN BY:	ZMS
CHECKED BY:	WHS



DRAWING NO.
C-02

Notes:
1) The bearings shown hereon are based on Maine State Plane Coordinate System West (Zone 1802) US Survey Feet, and are based on GPS Observations. Vertical Datum is North American Vertical Datum 1988 (NAVD88).
2) Deed and Plan Book references are to the Cumberland County Registry of Deeds.

Plan References:
1) Maine State Highway Commission Right of Way Map S.H.C. File No. 3-185, Sheet 53 of 73, dated May 1967 recorded in Plan Book 112, Page 55.
2) Boundary Survey 377 Saint John Street, Portland, Maine made for David & Alice Wilson, dated November 14, 2019 by R.W. Baton Assoc. recorded in Plan Book 219, Page 532.
3) St. John Street Right of Way plans on file at City of Portland Engineering Office.



- Legend
- Iron Pipe Found (ipf)
 - Iron Pin Set (5/8" capped rebar) (ips)
 - N/F Now or Formerly of Deed Book & Page
 - Existing Building
 - Utility Pole
 - Edge of Pavement
 - Overhead Elect.
 - 34.83 Spot Elevation
 - Survey Control Point

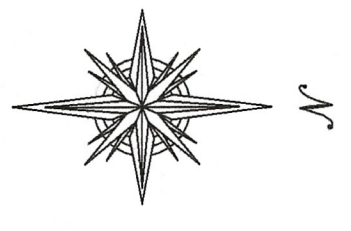
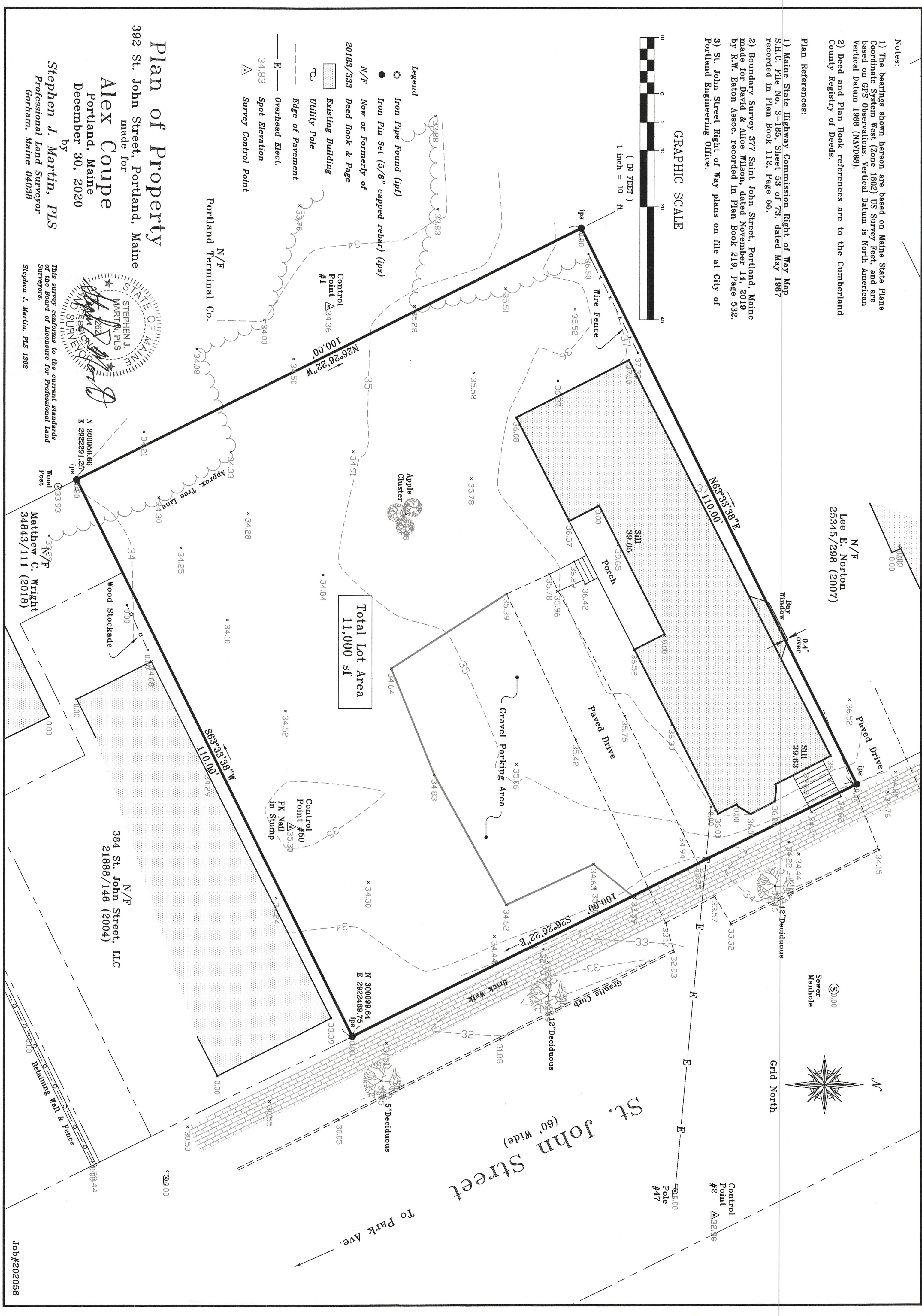
Plan of Property

392 St. John Street, Portland, Maine

Alex Coupe
Portland, Maine
December 30, 2020

by
Stephen J. Martin, PLS
Professional Land Surveyor
Cortiam, Maine 04038

N/F
Lee E. Norton
25345/298 (2007)



Grid North

St. John Street
(60' Wide)

To Park Ave.

STATE OF MAINE
STEPHEN J. MARTIN, PLS
MAINE
Professional Land Surveyor
No. 1262

This survey conforms to the current standards of the Board of Licensure for Professional Land Surveyors.
Stephen J. Martin, PLS 1262

1. EXISTING ASPHALT AND GRAVEL TO BE REMOVED SHALL BE STRIPPED AND PROPERLY DISPOSED OF OFFSITE.
2. ALL DISPOSAL OF DEMOLITION DEBRIS OR WASTE SHALL BE IN ACCORDANCE WITH ALL LOCAL, STATE, & FEDERAL REGULATIONS. CONTRACTOR SHALL PROVIDE OWNER WITH APPROPRIATE "BILLS OF LADING" TO DEMONSTRATE PROPER DISPOSAL OF ALL MATERIALS.
3. SITE DEMOLITION SHALL NOT OCCUR UNTIL PROPER ABATEMENT PROCEDURES HAVE OCCURRED. ABATEMENT, IF NECESSARY, SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
4. THE CONTRACTOR SHALL CALL THE APPROPRIATE UTILITY COMPANIES AND DIG SAFE AT LEAST 72 HOURS PRIOR TO EXCAVATION. CONTRACTOR SHALL EXAMINE ALL UNDERGROUND UTILITIES, OTHERWISE IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE LOCATION OF UNDERGROUND UTILITIES AND LOCATE POTENTIAL CONFLICT WITH THE APPROVED PLANS PRIOR TO CONSTRUCTION.
5. ALL CONSTRUCTION SIGNAGE IS TEMPORARY AND WILL BE REMOVED AT PROJECT COMPLETION. FINAL SIGNAGE WORDING AND PLACEMENT LOCATION TO BE ACCEPTED BY THE CITY.
6. SEDIMENT BARRIERS TO BE PLACED DIRECTLY ON THE FRONT AND SIDE PROPERTY LINES, DOWN GRADIENT OF THE PROPOSED PROJECT WORK PER DETAIL; FENCES ARE OFFSET OF THE PROPERTY LINES AS SHOWN ON THE PLAN FOR CLARITY PURPOSES.
7. CONTRACTOR SHALL PLACE PLANT CATCH BASIN INLET PROTECTION ON CATCH BASINS AND FIELD INLETS DOWN-GRADIENT OF ALL NON-STABILIZED SURFACES, PER DETAIL.
8. DEMOLITION PLAN IS NOT INCLUSIVE OF ALL EXISTING ITEMS TO BE REMOVED AS PART OF SITE CONSTRUCTION INCLUDING BUT NOT LIMITED TO LANDSCAPE, UTILITIES, WORK WITHIN THE ROW, ETC. ALL DEMOLITION WORK SHALL BE IN ACCORDANCE WITH THE CITY OF PORTLAND REGULATIONS.
9. CONTRACTOR TO BE RESPONSIBLE FOR PROVIDING OFF-SITE PARKING TO EMPLOYEES; ON-SITE PARKING WILL NOT BE PROVIDED OR GUARANTEED. CONTRACTOR TO BE RESPONSIBLE FOR OBTAINING THE APPROPRIATE PERMITS FROM THE CITY FOR CLOSING OF STREET PARKING SPACES DURING CONSTRUCTION.
10. CONTRACTOR SHALL BE RESPONSIBLE FOR SNOW REMOVAL ALONG CONSTRUCTION FENCE AND GATE.
11. CONTRACTOR TO SUBMIT A DETERAERING PLAN FOR REVIEW AND APPROVAL TO THE DEPARTMENT OF PUBLIC WORKS PRIOR TO ANY MEETING. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING PERMITS FOR APPLICATION PROCESS. ADVANCED SITE WORK CONTRACT THE DEPARTMENT OF PUBLIC WORKS FOR ADDITIONAL INFORMATION AND CURRENT REGULATIONS.



PERMIT LEVEL
NOT ISSUED FOR
CONSTRUCTION

[illegible]

CONSTRUCTION MANAGEMENT PLAN

392 ST. JOHN STREET REDEVELOPMENT

ALEX COUPE
PORTLAND, ME

DRAWING NAME:

R N
ENGINEERING, INC.

ACORN ENGINEERING, INC.
PO BOX 3372, PORTLAND MAINE 04104
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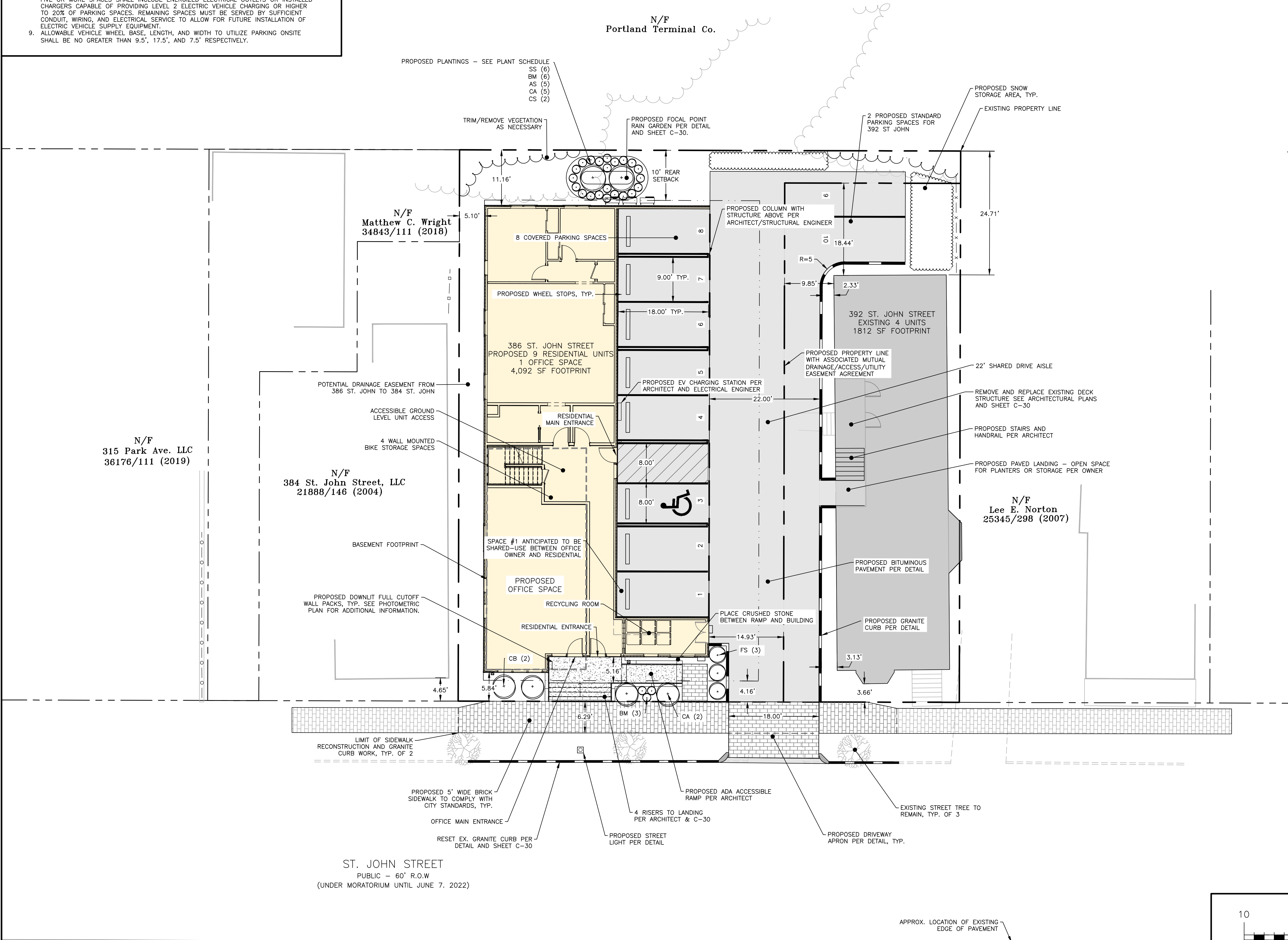


DRAWING NO.

C-03

GENERAL NOTES:

1. ALL BRICK SIDEWALK AND VERTICAL GRANITE CURB TO BE REPLACED SHALL BE REBUILT TO CITY OF PORTLAND STANDARD.
2. ALL PAVEMENT STRIPING AND MARKINGS SHALL COMPLY TO CITY OF PORTLAND STANDARDS.
3. ANY ASPHALT TO BE REMOVED SHALL BE STRIPPED AND PROPERLY DISPOSED OF OFFSITE.
4. CURB TO BE REMOVED, STOCKPILED AND RESET IN ACCORDANCE WITH DETAIL. BROKEN CURB SHALL BE PROPERLY DISPOSED OF AND SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
5. ALL RAMPS TO CONFORM TO ADA GUIDELINES. SLOPE SHALL NOT EXCEED 1 INCH PER FOOT.
6. ALL SITE SIGNAGE TO COMPLY WITH MUTCD STANDARDS. CONTRACTOR TO COORDINATE AND INSTALL.
7. FOLLOWING COMPLETION OF CONSTRUCTION, THE OWNER SHALL BE RESPONSIBLE FOR THE MAINTENANCE AND MANAGEMENT OF DRIVEWAYS, SITE LIGHTING, TRASH REMOVAL AND SNOW REMOVAL.
8. IN ACCORDANCE WITH SECTION 14.6.1 OF THE CITY OF PORTLAND LAND USE CODE, AND SECTION 1.17 OF THE PORTLAND TECHNICAL MANUAL, NEW PARKING LOTS WITH FIVE OR MORE SPACES SHALL INCLUDE ENERGIZED ELECTRICAL OUTLETS OR INSTALLED CHARGERS CAPABLE OF PROVIDING LEVEL 2 ELECTRIC VEHICLE CHARGING OR HIGHER TO 20% OF PARKING SPACES. REMAINING SPACES MUST BE SERVED BY SUFFICIENT CONDUIT, WIRING, AND ELECTRICAL SERVICE TO ALLOW FOR FUTURE INSTALLATION OF ELECTRIC VEHICLE SUPPLY EQUIPMENT.
9. ALLOWABLE VEHICLE WHEEL BASE, LENGTH, AND WIDTH TO UTILIZE PARKING ONSITE SHALL BE NO GREATER THAN 9.5', 17.5', AND 7.5' RESPECTIVELY.



IMPERVIOUS AREA WITHIN PROPERTY		
LOCATION	386 ST JOHN	392 ST JOHN
ROOF	4,092	1,812
PAVEMENT	1,596	1,062
BRICK	49	0
RAMP/STAIRS	188	39
TOTAL (SF)	5925	2913
IMPERVIOUS RATIO	0.80%	0.80%

SPACE AND BULK STANDARDS FOR 386 ST. JOHN STREET		
RESIDENTIAL ZONING DISTRICT (R6)	REQUIRED	PROPOSED
MINIMUM LOT AREA	2,000 SF	7,366 SF
MAXIMUM LOT AREA PER DWELLING UNIT	7,366 SF / 725 SF = 10 UNITS	9 UNITS
STREET FRONTAGE	20 FT	64.91 FT
LOT WIDTH	20 FT	64.91 FT
FRONT SETBACK	4.16 FT (AVG. ABUTTERS)	5.84 FT
REAR SETBACK	10 FT	11.16 FT
SIDE SETBACK	5 FT	LEFT: 5.10 FT RIGHT: 14.93 FT
STRUCTURE HEIGHT	45 FT	33.58 FT
MAXIMUM LOT COVERAGE	60 %	56.1 %
MINIMUM LANDSCAPED OPEN SPACE RATIO	20 %	20 %

386 ST JOHN PARKING SUMMARY	
	# PARKING SPACES
REQUIRED RESIDENTIAL PARKING*	1 SPACE / DWELLING UNIT AFTER 3 UNITS & SUBTRACT 1 SPACE PER WORKFORCE UNIT = 5
REQUIRED BUSINESS PARKING*	1 SPACE / 400 SF OF FLOOR AREA = 1 SPACE
STANDARD (9'x18')	7
ADA (8'x18')	1
TOTAL PROPOSED SPACES	8
BIKE PARKING (2 SPACES / 5 UNITS = 4 SPACES)	4
*LAND USE CODE TABLE 19-B: NO OFF-STREET PARKING SHALL BE REQUIRED WITHIN 1/4 MILE OF A FIXED TRANSIT SERVICE	

SPACE AND BULK STANDARDS FOR 392 ST. JOHN STREET			
RESIDENTIAL ZONING DISTRICT (R6)	REQUIRED	EXISTING	PROPOSED
MINIMUM LOT AREA	2,000 SF	11,000 SF	3,634 SF
MAXIMUM LOT AREA PER DWELLING UNIT	3,634 SF / 725 SF = 5 UNITS	-	4 UNITS
STREET FRONTAGE	20 FT	100 FT	35.09 FT
LOT WIDTH	20 FT	100 FT	35.09 FT
FRONT SETBACK	5 FT	3.66 FT	3.66 FT
REAR SETBACK	10 FT	24.71 FT	18.44 FT
SIDE SETBACK	5 FT	RIGHT: -0.04 FT LEFT: 9.85 FT	-0.04 FT
STRUCTURE HEIGHT	45 FT	< 45'	< 45'
MAXIMUM LOT COVERAGE	60 %	16.5%	49.9 %
MINIMUM LANDSCAPED OPEN SPACE RATIO	20 %	61.4%	20 %

392 ST JOHN PARKING SUMMARY	
	# PARKING SPACES
REQUIRED*	1 SPACE / DWELLING UNIT AFTER 3 UNITS = 1
STANDARD (9'x18')	2
TOTAL PROPOSED SPACES	2
*LAND USE CODE TABLE 19-B: NO OFF-STREET PARKING SHALL BE REQUIRED WITHIN 1/4 MILE OF A FIXED TRANSIT SERVICE	

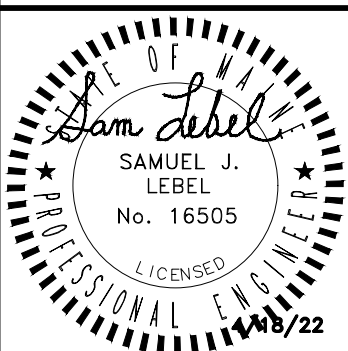
PLANT SCHEDULE				
ID	BOTANICAL NAME	COMMON NAME	QTY	SIZE
SHRUBS				
CB	CORNUS BAILEYI SERICEA 'FARROW'	ARCTIC FIRE REDTWO DOGWOOD	2	3 GAL.
CS	CORNUS SERICEA	RED TWIG DOGWOOD	2	3 GAL.
CA	CLETHRA ALNIFOLIA	RUBY SPICE SUMMERSWEET	7	3 GAL.
FS	RHUS AROMATIC	LO-GRO FRAGRANT SUMAC	3	3'-4"
PERENNIALS				
SS	SALVIA SILVESTRISS	SAGE 'MAY NIGHT'	6	1 GAL.
BM	BRUNNERA MACROPHYLLA	BUGLOSS 'JACK FROST'	9	1 GAL.
AS	ASTRANIA	GREAT MASTERWORT 'ABBEY ROAD'	5	1 GAL.

ISSUED FOR	BY
MAJOR SITE/SUB	SJL
BUILDING MODIFICATION	12/22/21
COMMENT RESPONSE - 1	1/17/22
COMMENT RESPONSE - 2	1/17/22
COMMENT RESPONSE - 3	1/17/22
CURB UPDATE	1/17/22

SITE & LANDSCAPE PLAN	
DRAWING NAME	392 ST. JOHN STREET REDEVELOPMENT
PROJECT NAME	ALEX COUPE
CLIENT	PORTLAND, ME

ACORN ENGINEERING, INC.	ENGINEERING, INC.
PO BOX 3372, PORTLAND, MAINE 04104	(207) 775-2655

FILE:	1156_CIVIL
JN:	1156
SCALE:	AS NOTED
DESIGNED BY:	SJL
DRAWN BY:	ZMS
CHECKED BY:	SJL



DRAWING NO.	C-10
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1. LOCATION OF PROPOSED CONNECTIONS ARE APPROXIMATE. CONTRACTOR TO CONTACT ENGINEER IF FIELD INFORMATION VARIES FROM INFORMATION ON PLANS.
2. CONTRACTOR IS TO BE CAUTIONED THAT CERTAIN LOCATIONS AND/OR ELEVATIONS OF EXISTING UTILITIES HAVE BEEN PROVIDED THROUGH UTILITY COORDINATION OR OTHER OBSERVATIONS. INFORMATION IS NOT TO BE RELIED UPON AS EXACT OR COMPLETE. CONTRACTOR IS TO PREPARE AND COORDINATE WITH UTILITY COMPANY AND DIG SAFE NO LESS THAN 72 HOURS PRIOR TO ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF ALL UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS INDICATED IN THE CONTRACT DOCUMENTS. CONTRACTOR TO NOTIFY ENGINEER OF ANY DIFFERENTIATIONS FROM EXISTING CONDITIONS, INCLUDING UTILITY INFORMATION, PRIOR TO ANY CHANGES.
3. FOR ALL UTILITIES, AORN ENGINEERING DESIGN LIMITS END AT EXTERIOR WALL OF BUILDING. METERING OF UTILITIES TO BE COMPLETED BY M.E.P. UNLESS SPECIFIED OTHERWISE.
4. CONTRACTOR TO COORDINATE WITH ARCHITECT ON FINAL UTILITY CONNECTIONS WITHIN THE BUILDING.
5. SEWER UTILITIES: CONTRACTOR TO COORDINATE WITH ARCHITECT FOR FINAL SERVICE CONNECTION. SEWER UTILITIES TO BE CONSTRUCTED IN ACCORDANCE WITH CITY OF PORTLAND TECHNICAL STANDARDS. VALVE FOR BACKFLOW PREVENTION SHALL BE LOCATED WITHIN THE PROPERTY LINES FOR EACH CITY SEWER CONNECTION. CONTRACT ENGINEER IF INVERT FIELD CONDITIONS VARY FROM DESIGN.
- 5.1. DOMESTIC SEWER SHALL BE THE OIL WATER SEPARATOR (OWS). OWS TO COLLECT DRAINAGE FROM COVERED PARKING ONLY.

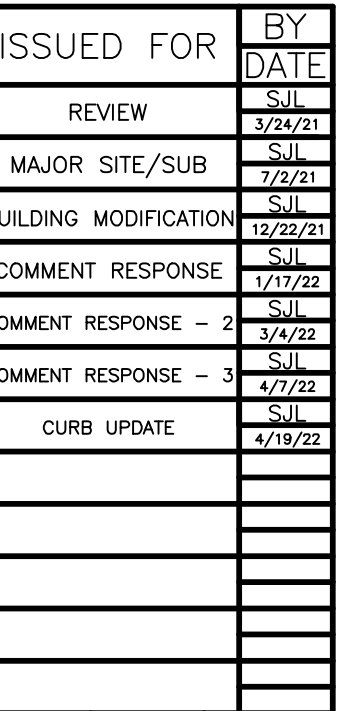
5.1. DOMESTIC SEWER SHALL BYPASS THE OIL WATER SEPARATOR (OWS). OWS TO COLLECT DRAINAGE FROM COVERED PARKING ONLY.

6. WATER UTILITIES: FINAL PIPE SIZING PROVIDED BY M.E.P. ENGINEER AND FIRE PROTECTION DESIGNER. INTERNAL METERING, BACKFLOW PREVENTION, AND PRESSURE REDUCERS TO BE COMPLETED BY M.E.P. ENGINEER. DOMESTIC WATER PIPE SIZES WILL DETERMINE THE FINAL WATER METERING OPTIONS. METER MAY BE SMALLER THAN PROPOSED WATER MAIN. WATER METERING, PRESSURE REDUCER AND BACKFLOW PREVENTION TO BE IN ACCORDANCE WITH THE PORTLAND WATER DISTRICT STANDARDS. CONTRACTOR TO FOLLOW METERING GUIDELINES OF THE PORTLAND WATER DISTRICT AND CITY OF PORTLAND.

7. GAS UTILITIES: PROJECT GAS LOAD, GAS UTILITY DESIGN, AND FINAL GAS SERVICE LOCATION AND METERS TO BE DEFINED BY M.E.P. AND IN ACCORDANCE WITH UNITIL.

8. ELECTRIC UTILITIES: ELECTRIC DESIGN TO BE FINALIZED BY M.E.P. ENGINEER. ELECTRICAL LOAD TO BE DETERMINED BY M.E.P. ENGINEER. METER LOCATION AND TRANSFORMER SIZE, IF NECESSARY DEFINED BY M.E.P. M.E.P. TO FINALIZE SERVICE CONNECTION TO BUILDING. ALL ELECTRIC CONSTRUCTION SHALL CONFORM TO CMP GUIDEBOOK OF STANDARD REQUIREMENTS, MOST RECENT EDITION. DESIGN SUBJECT TO FINAL APPROVAL FROM CMP.

9. CABLE AND TELEPHONE PULLBOXES AND PEDESTAL LOCATIONS TO BE DETERMINED BY CHARTER COMMUNICATIONS AND FAIRPOINT PRIOR TO CONSTRUCTION. CONTRACTOR TO COORDINATE INSTALLATION OF UNDERGROUND UTILITIES WITH ALL UTILITY COMPANIES INVOLVED.



UTILITY PLAN

PROJECT NAME:
392 ST. JOHN STREET REDEVELOPMENT

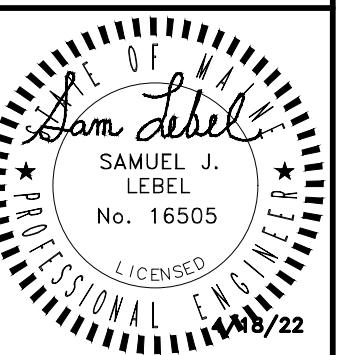
CLIENT:
ALEX COUPE
PORTLAND, ME


A C O R N

_____ ENGINEERING, INC.

ACORN ENGINEERING, INC. PO BOX 337 FRYLAND MAINE 04104 (207) 775-2655	THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION OF ACORN ENGINEERING, INC. OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK WITHOUT LIABILITY TO ACORN ENGINEERING, INC.
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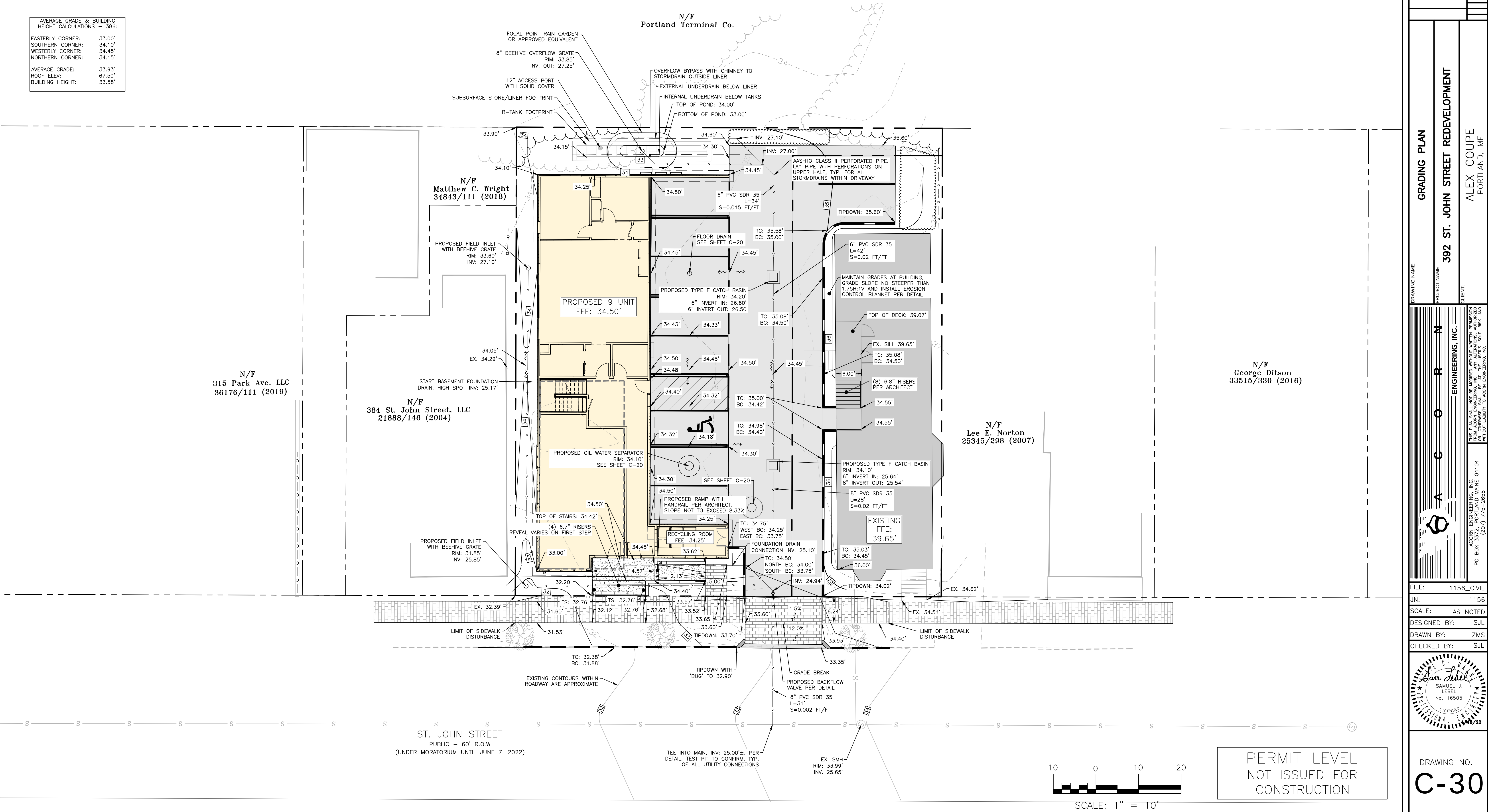
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IN:	1156
SCALE:	AS NOTED
DESIGNED BY:	SQL
DRAWN BY:	ZMS
CHECKED BY:	SQL



DRAWING NO.
C-20

- GENERAL NOTES:
1. ALL WORK WITHIN THE CITY STREET RIGHT OF WAY SHALL MEET CITY OF PORTLAND TECHNICAL MANUAL STANDARDS.
 2. DESIGN OF TEMPORARY SOIL RESTRAINT MEASURES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR IF NECESSARY FOR CONSTRUCTION.
 3. CONTRACTOR SHALL ENSURE THAT UNDERDRAINS ARE CONSTRUCTED WITH POSITIVE OUTLET TO PROPOSED CONNECTIONS.
 4. CATCH BASIN INLET PROTECTION TO BE INSTALLED WITHIN ANY STRUCTURES DOWNGRADIENT OF ACTIVE CONSTRUCTION.
 5. SEDIMENTATION BARRIERS ARE TO BE INSTALLED DOWNGRADIENT OF ALL ACTIVE CONSTRUCTION WORK PER DETAIL. BARRIERS TO NOT EXTEND PAST PROPERTY LINES. BARRIERS SHOWN OFFSET FROM PROPERTY LINES ON PLANS FOR VISUAL PURPOSES ONLY.

AVERAGE GRADE & BUILDING HEIGHT CALCULATIONS - 386:	
EASTERLY CORNER:	33.00'
SOUTHERN CORNER:	34.10'
WESTERLY CORNER:	34.45'
NORTHERN CORNER:	34.15'
AVERAGE GRADE:	33.93'
ROOF ELEV:	67.50'
BUILDING HEIGHT:	33.58'



ISSUED FOR	BY
REVIEW	SJL
MAJOR SITE/SUB	SJL
BUILDING MODIFICATION	SJL
COMMENT RESPONSE	SJL
COMMENT RESPONSE - 2	SJL
COMMENT RESPONSE - 3	SJL
CURB UPDATE	SJL

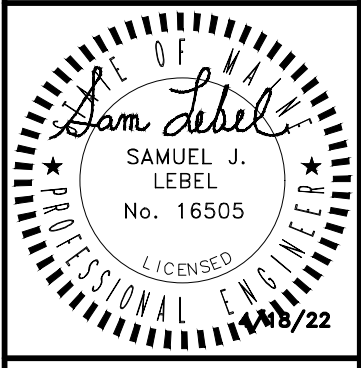
DRAWING NAME	PROJECT NAME	CLIENT
GRADING PLAN	392 ST. JOHN STREET REDEVELOPMENT	ALEX COUPE PORTLAND, ME

A C O R N
ENGINEERING, INC.

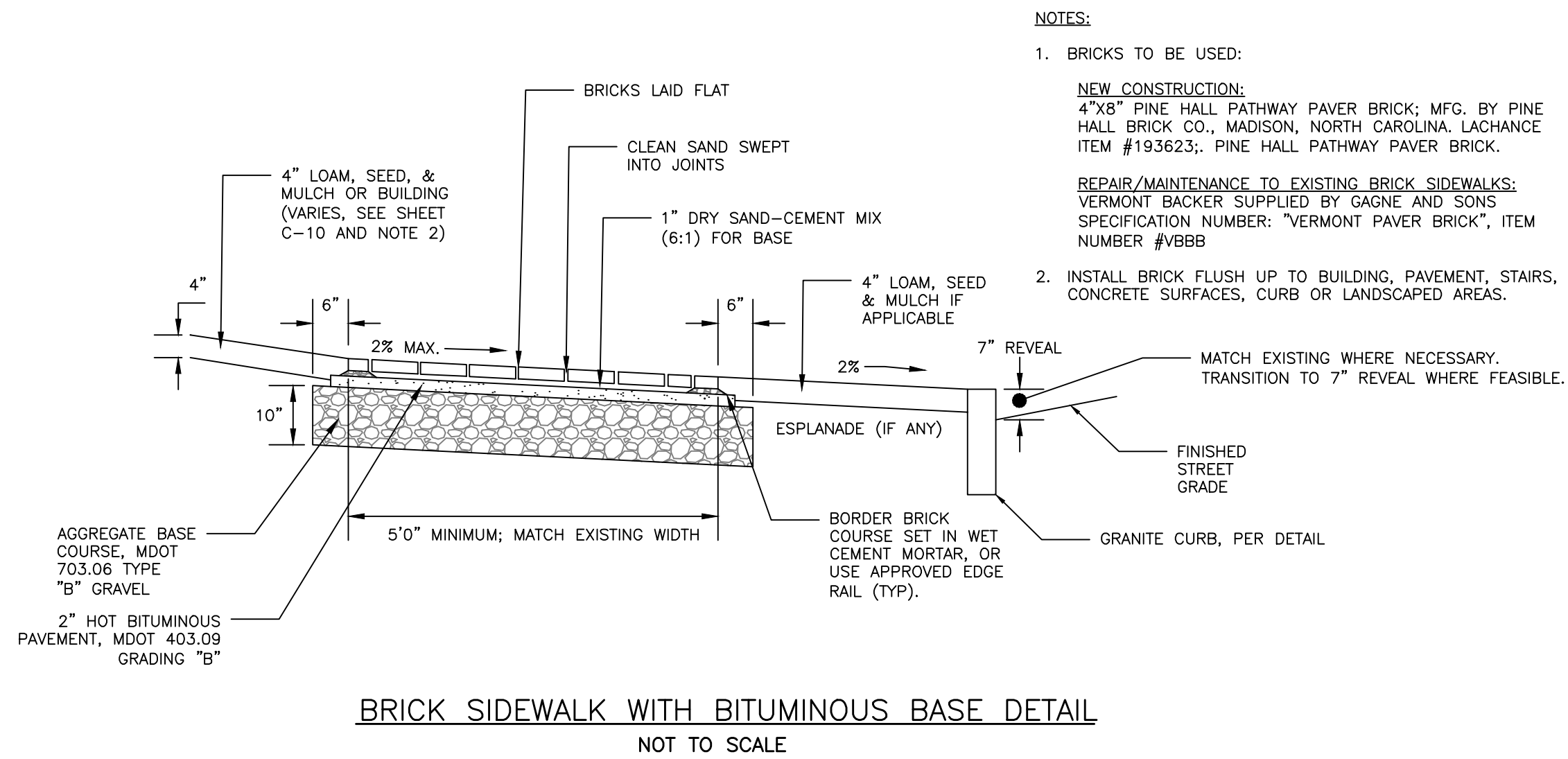
THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM ACORN ENGINEERING, INC. ANY ALTERATIONS, AUTHORIZED OR UNAUTHORIZED, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO ACORN ENGINEERING, INC.

ACORN ENGINEERING, INC.
PO BOX 3372, PORTLAND MAINE 04104
(207) 775-2655

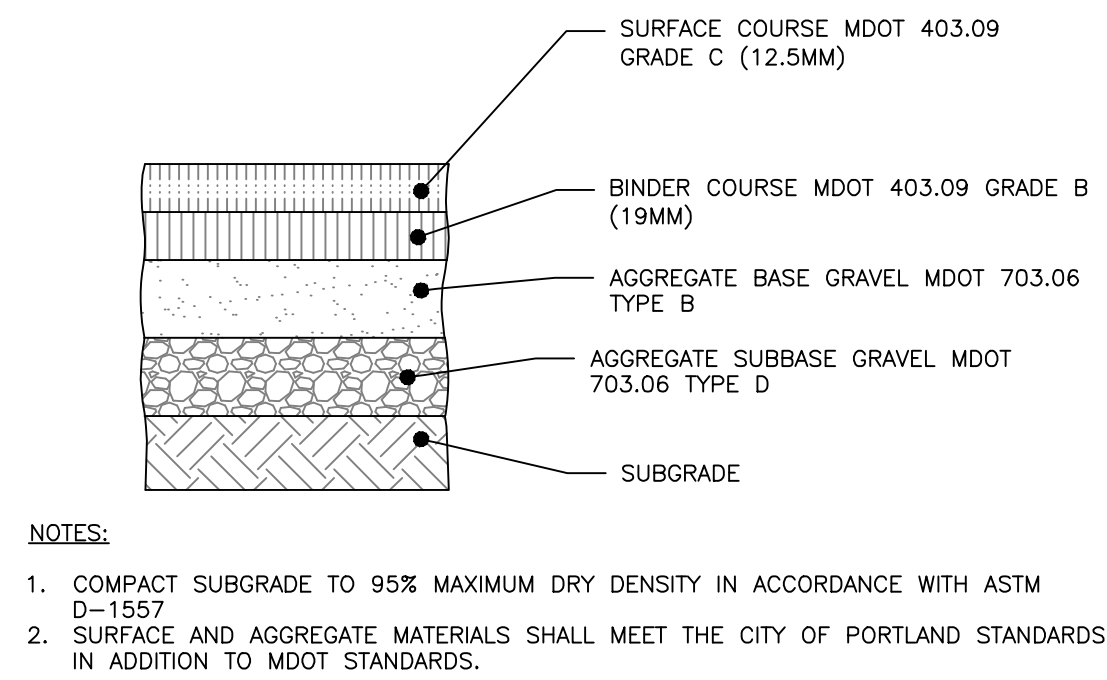
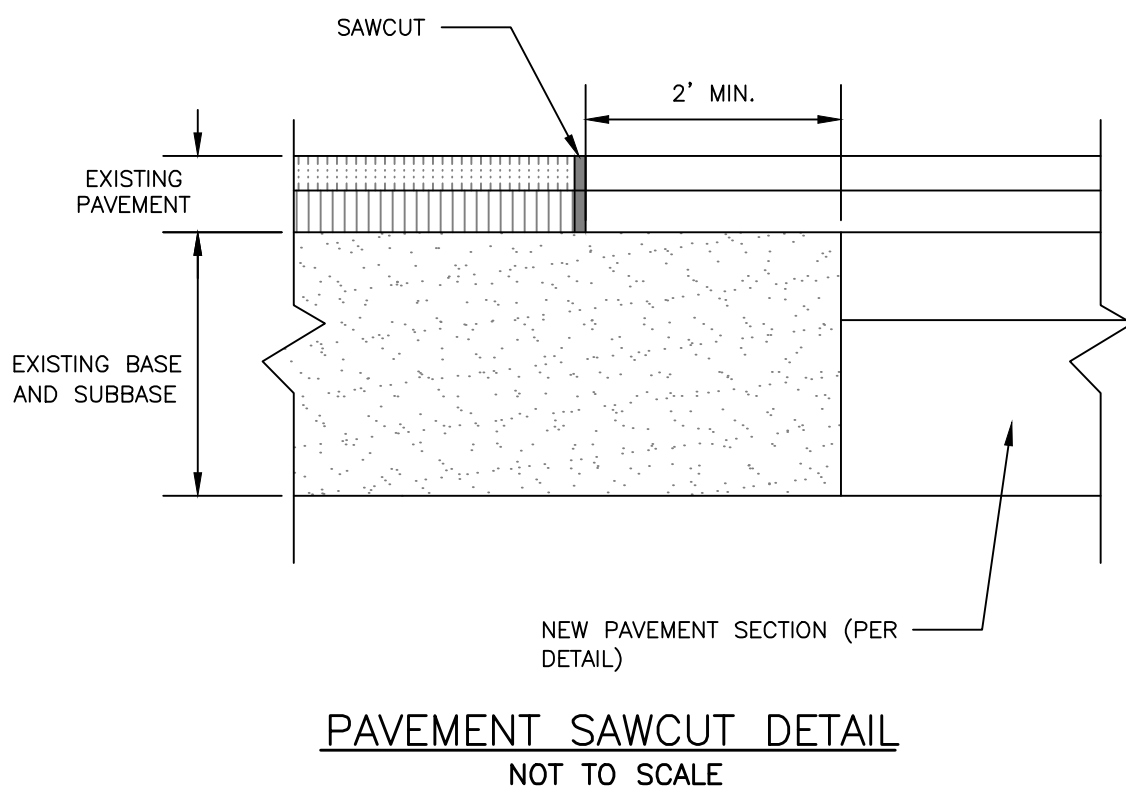
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JN:	1156
SCALE:	AS NOTED
DESIGNED BY:	SJL
DRAWN BY:	ZMS
CHECKED BY:	SJL



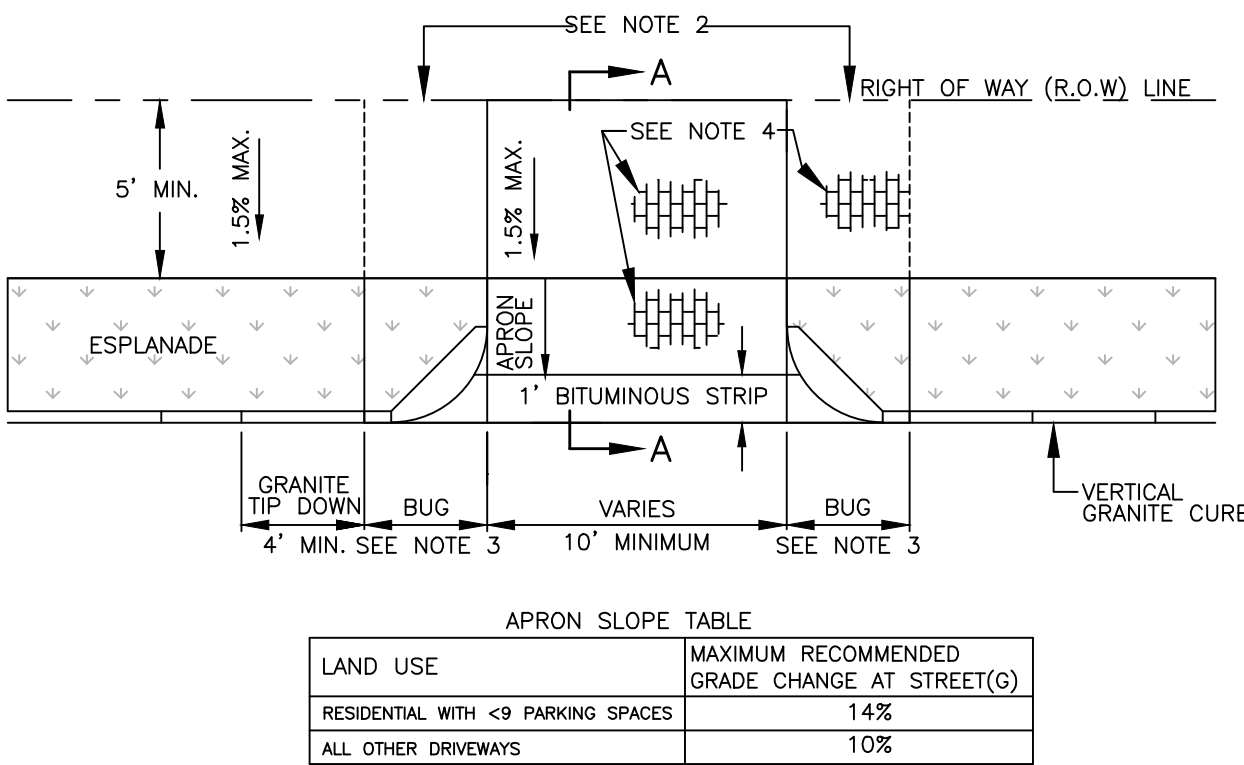
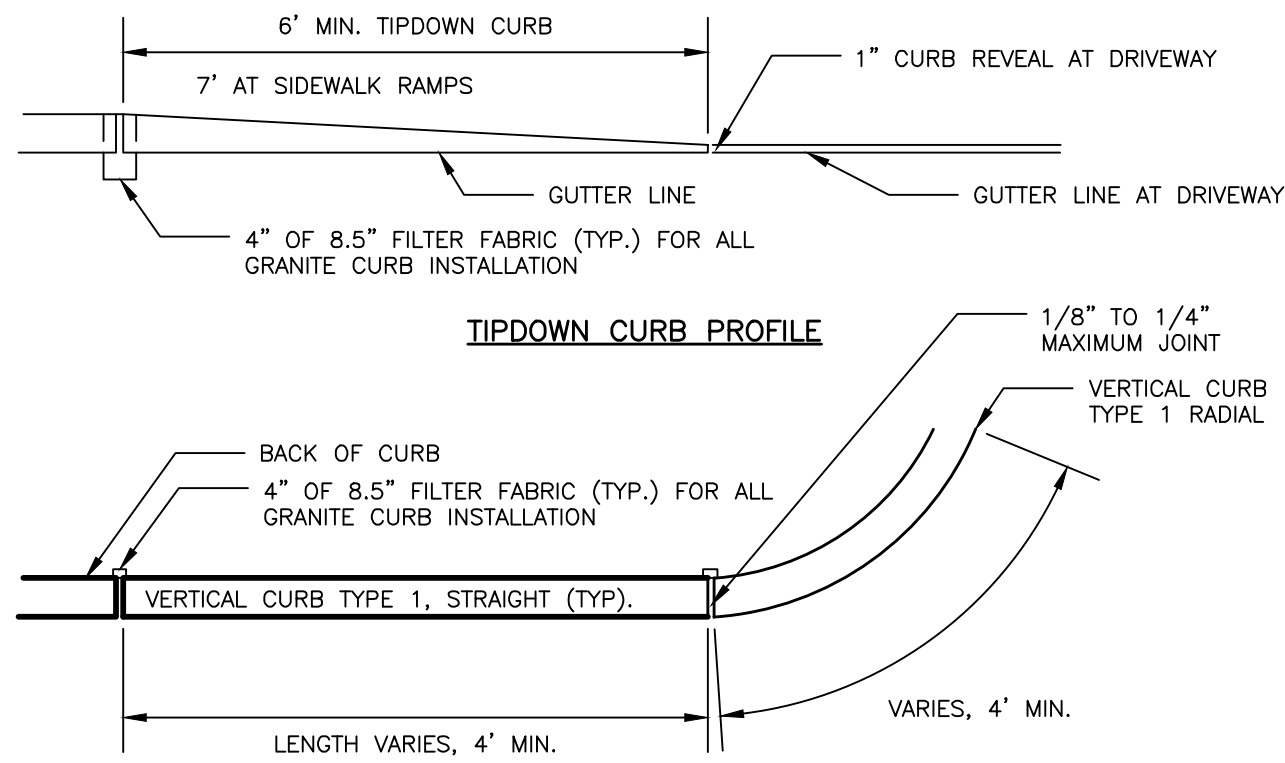
DRAWING NO.
C-30



- NOTES:**
- SAWCUT EXISTING PAVEMENT AND REMOVE 2' STRIP OF EXISTING PAVEMENT. CREATE UNIFORM AND RIGID BUTT JOINT AND APPLY BITUMINOUS TACK COAT AT AN APPLICATION RATE OF 0.10 TO 0.14 GALLONS PER SQUARE YARD PRIOR TO PLACEMENT OF NEW BITUMINOUS PAVEMENT.
 - THE NEW PAVEMENT SECTION SHALL MEET THE CITY OF LOCAL BITUMINOUS PAVEMENT SECTION DETAIL AT A MINIMUM OR THE EXISTING PAVEMENT AND AGGREGATE BASE AND SUBBASE DEPTH WHICHEVER IS GREATER.



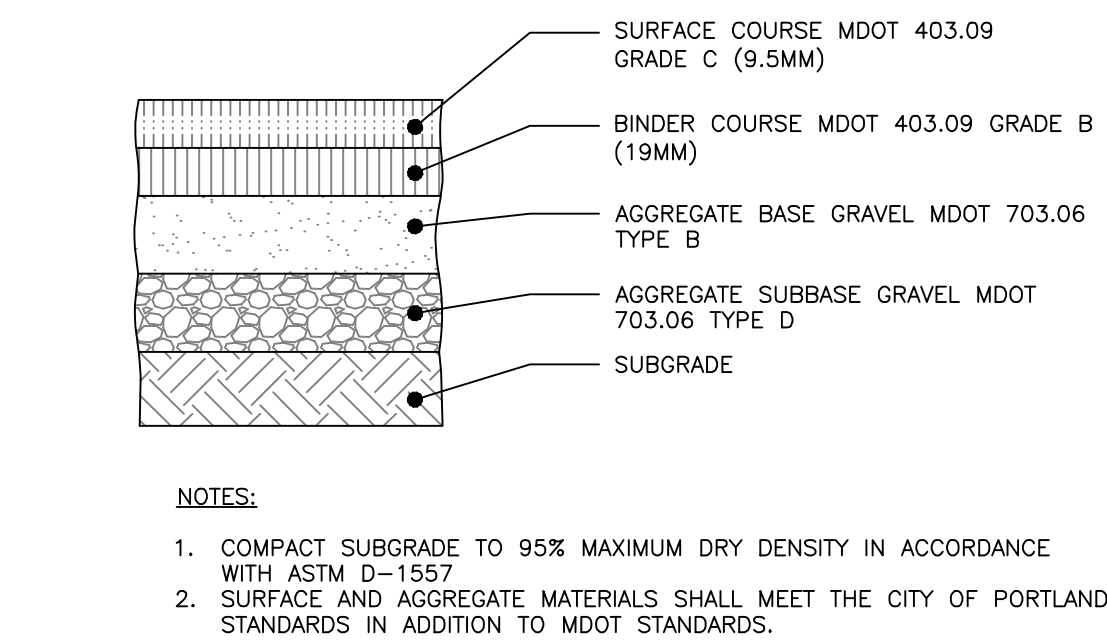
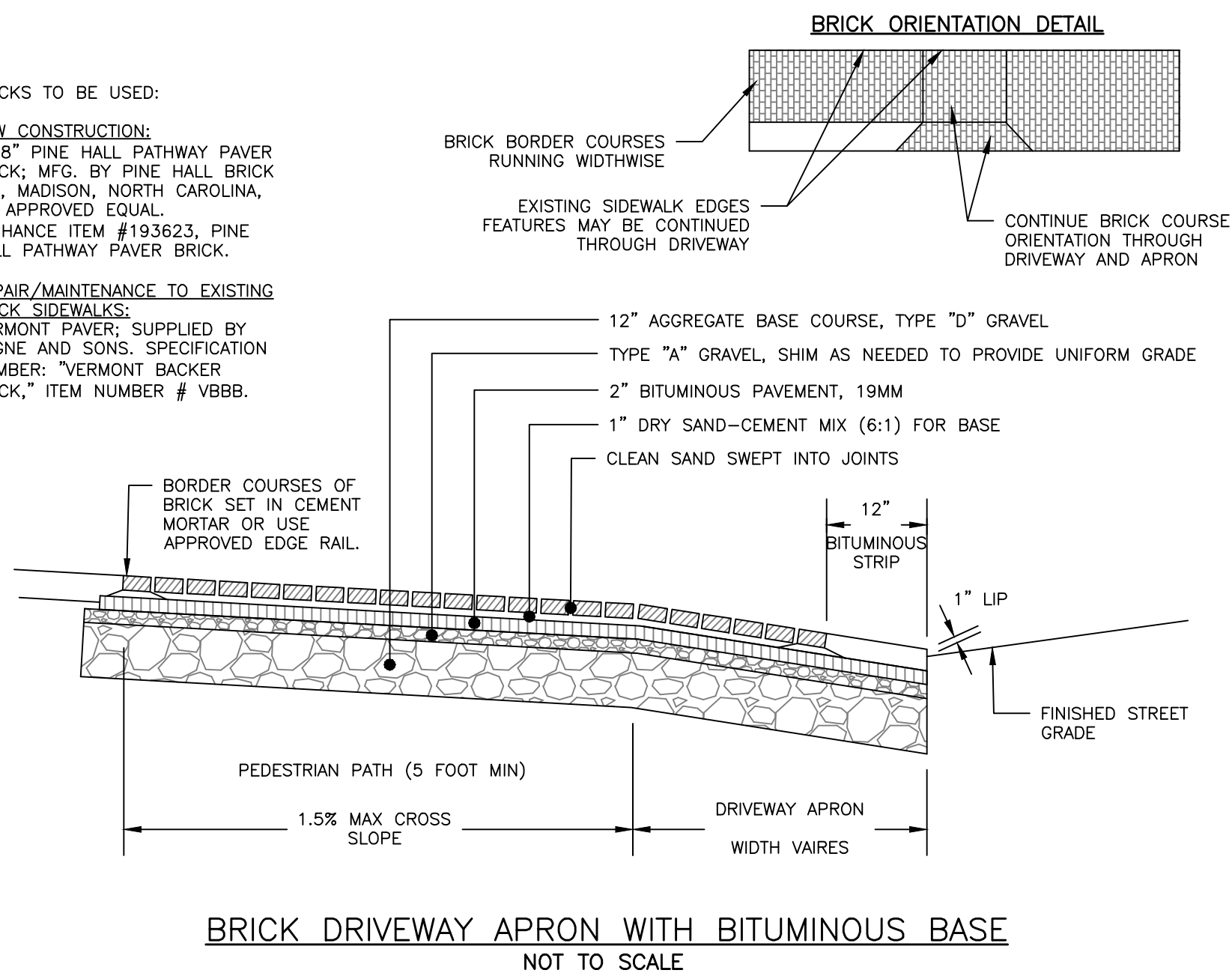
STANDARD	THICKNESS OF LAYERS	
	LAYERS	
2"	SURFACE COURSE MDOT 403.09 GRADE C (12.5mm)	
3"	BINDER COURSE MDOT 403.09 GRADE B (19mm)	
6"	AGGREGATE BASE GRAVEL MDOT 703.06 TYPE B	
18"	AGGREGATE SUBBASE GRAVEL MDOT 703.06 TYPE D	



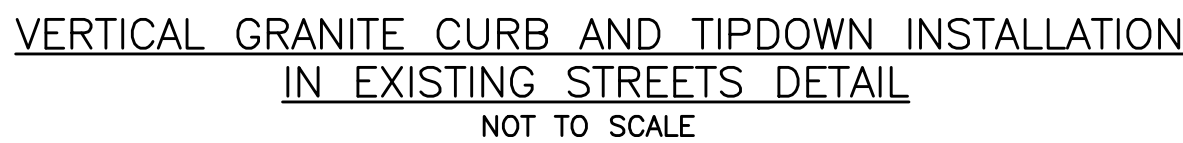
BRICKS TO BE USED:

NEW CONSTRUCTION:
4"x8" PINE HALL PATHWAY PAVER BRICK; MFG. BY PINE HALL BRICK CO., MADISON, NORTH CAROLINA, OR APPROVED EQUAL. LACHANCE ITEM #193623; PINE HALL PATHWAY PAVER BRICK.

REPAIR/MAINTENANCE TO EXISTING BRICK SIDEWALKS:
VERMONT PAVER; SUPPLIED BY GAGNE AND SONS. SPECIFICATION NUMBER: "VERMONT BACKER BRICK," ITEM NUMBER # VBBB.



STANDARD	THICKNESS OF LAYERS	
	LAYERS	
1-1/2"	SURFACE COURSE MDOT 403.09 GRADE C (9.5mm)	
2"	BINDER COURSE MDOT 403.09 GRADE B (19mm)	
3"	AGGREGATE BASE GRAVEL MDOT 703.06 TYPE B	
15"	AGGREGATE SUBBASE GRAVEL MDOT 703.06 TYPE D	



NOTES:

- CURB SHALL BE RESET IN ACCORDANCE WITH MDOT 603.08 WITH THE EXCEPTION OF CURB SPACING TO BE INSTALLED PER DETAIL.
- INDIVIDUAL PIECES OF CURB SHORTER THAN 4' L.F. ARE NOT ALLOWED, WITH THE EXCEPTION OF RADIAL CURB.
- THE MINIMUM HEIGHT OF THE CONCRETE BACKING SHALL BE 10 INCHES OR TO THE BOTTOM OF THE HOT MIX ASPHALT PAVEMENT, WHICHEVER IS GREATER, MEASURED FROM THE BOTTOM OF THE CURB.
- CURBING SHALL BE SET IN A 6-INCH BED OF POURED IN PLACE 3,000 PSI CONCRETE MIX.
- WOODEN SHIMS MAY BE USED TO SET CURB.

ISSUED FOR: BY: DATE: 3/1/22

MAJOR SITE/SUB: 3/1/22

COMMENT RESPONSE - 2: 3/1/22

SITE DETAILS - 1

392 ST. JOHN STREET REDEVELOPMENT

ALEX COUPE

PORTLAND, ME

ACORN ENGINEERING, INC.

ENGINEERING, INC.

PO BOX 3372, PORTLAND MAINE 04104

(207) 775-2655

FILE: 1156_CIVIL

JN: 1156

SCALE: AS NOTED

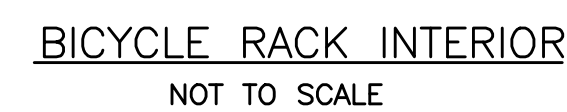
DESIGNED BY: SJL

DRAWN BY: ZMS

CHECKED BY: WHS

PERMIT LEVEL NOT ISSUED FOR CONSTRUCTION

DRAWING NO. C-40

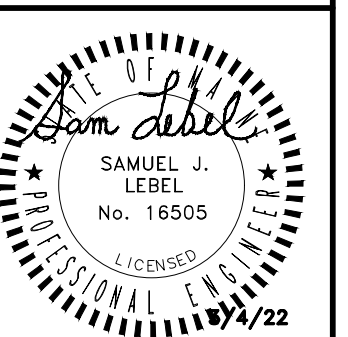
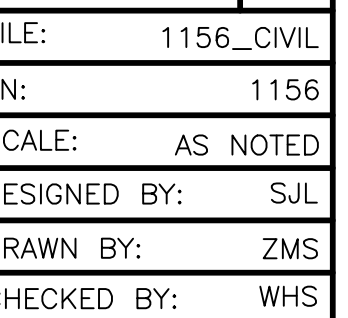


PERMIT LEVEL
NOT ISSUED FOR
CONSTRUCTION

SITE DETAILS – 2

PROJECT NAME: **392 ST. JOHN STREET REDEVELOPMENT**

CLIENT: **ALEX COUPE
PORTLAND, ME**

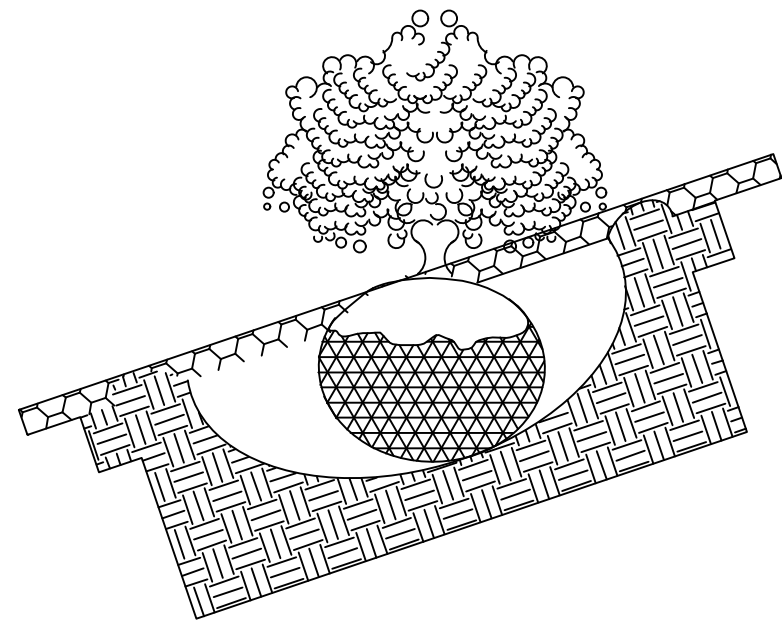
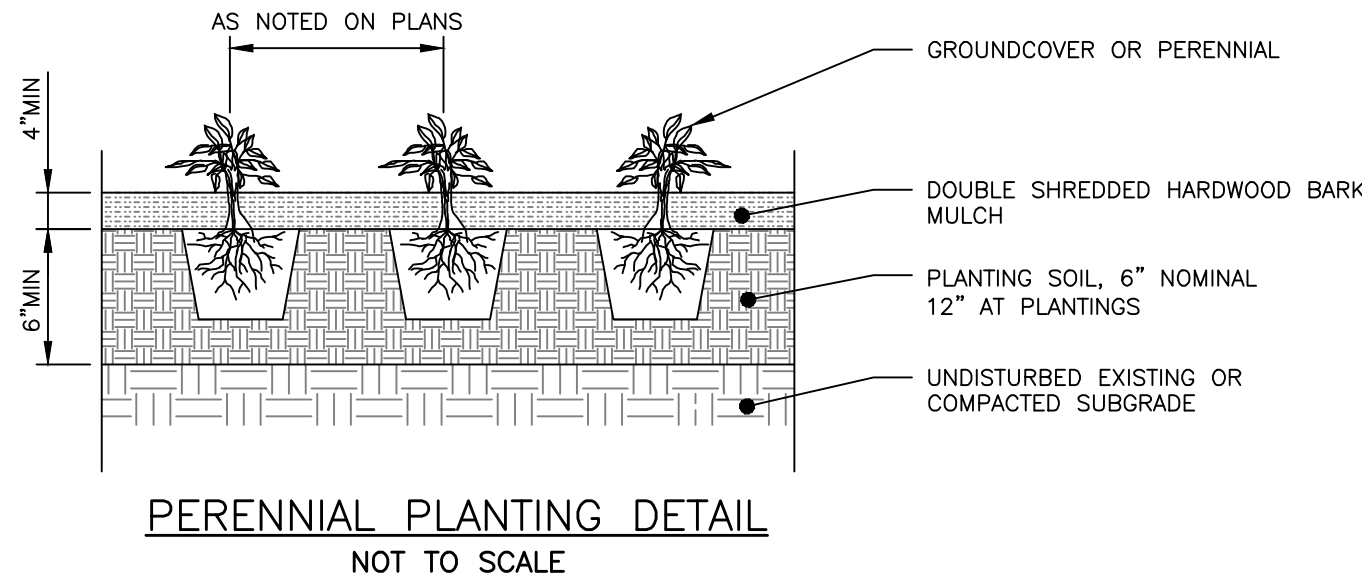


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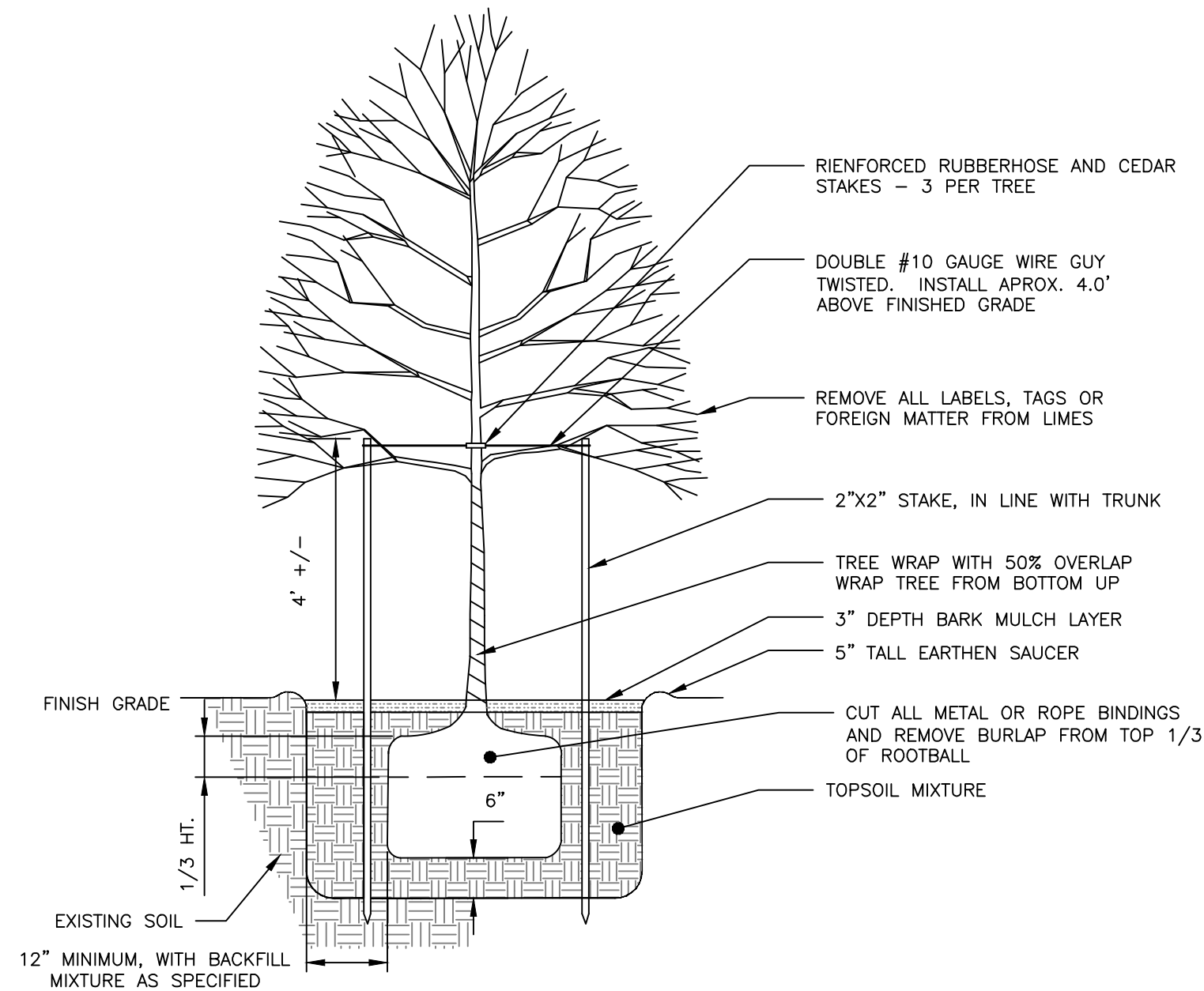
C-41

PLANTING NOTES:

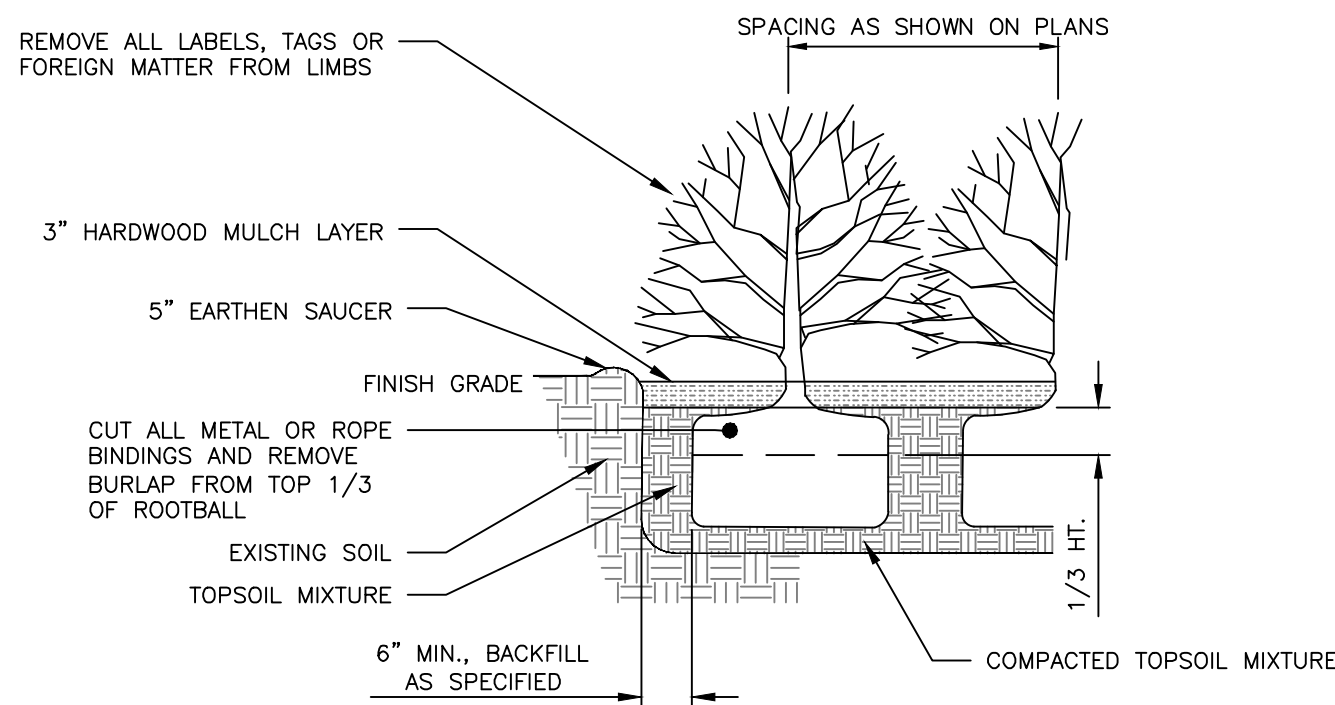
1. ALL PLANT SELECTION AND INSTALLATION SHALL BE IN COMPLIANCE WITH THE CITY OF PORTLAND TECHNICAL MANUAL (SECTION 4).
2. CONTRACTOR TO VERIFY ALL UTILITIES ON PROPERTY AND TO PROTECT ALL UTILITIES DURING EXCAVATION FOR PLANTS.
3. IF THERE IS A DISCREPANCY BETWEEN THE NUMBER OF PLANTS SHOWN ON THE PLAN AND THE NUMBER OF PLANTS SHOWN IN PLANT LIST (IF ANY), THE NUMBER OF PLANTS SHOWN ON PLAN WILL TAKE PRECEDENCE.
4. ALL MATERIAL SHALL COMPLY WITH THE LATEST EDITION OF THE AMERICAN STANDARD FOR NURSERY STOCK, AMERICAN ASSOCIATION OF NURSERYMAN.
5. ALL DISTURBED AREAS NOT TO BE PAVED OR PLANTED SHALL BE LOAMED AND SEEDED AS SHOWN. THE SEED MIX SPECIFICATIONS ARE AS FOLLOWS: LESCO FINE FESCUE LINKS BLEND OF 35% HARD FESCUE, 35% CREEPING RED FESCUE, 20% CHEWINGS FESCUE AND 10% SHEEP FESCUE. ADD 5% LITTLE BLUESTEM AND 5% NORTHEAST WILDFLOWER SEED MIXTURE BY WEIGHT TO THE LINKS BLEND.
6. FOR PRICING PURPOSES, PROVIDE A PER TREE UNIT COST FOR STAKING AND GUYING. IF STAKING AND GUYING IS REQUIRED, REMOVE TREE WRAP, STAKES, AND GUY WIRES AT END OF FIRST GROWING SEASON.
7. FOR TREE PLANTING IN LAWN AREAS, ANY DISTURBED LAWN SHALL BE LOAMED AND SEEDED AS NECESSARY.
8. NEW TREES TO BE INSTALLED WITH A SLOW RELEASE WATERING BAG.
9. CONTRACTOR TO BE HELD RESPONSIBLE FOR THE WATERING AND MAINTENANCE OF ALL PLANT MATERIAL AND LANDSCAPING IMPROVEMENTS FOR AT LEAST 30 DAYS FOLLOWING INSTALLATION. FOLLOWING THIS PERIOD, THE LANDOWNER OR PROPERTY MANAGEMENT SHALL BE RESPONSIBLE FOR CONTINUED WATERING AND MAINTENANCE. CONTRACTOR TO MAINTAIN A ONE YEAR WARRANTY ON ALL PLANTINGS FOLLOWING FINAL INSTALLATION.
10. ALL PROPOSED PLANTS SHALL BE LOCATED AS SHOWN ON THE PLANS. CONTRACTOR TO NOTIFY ENGINEER WHEN PLANTINGS HAVE BEEN MOBILIZED ON SITE. ENGINEER TO INSPECT AND ACCEPT OR REJECT ANY SPECIMENS ON THE BASIS OF APPARENT HEALTH, HARDINESS, AND CONFORMANCE WITH THE PLANTING SCHEDULE. REJECTED SPECIMENS ARE TO BE REPLACED BY THE CONTRACTOR AT NO ADDED COST TO THE OWNER. ACCEPTANCE DOES NOT WAIVE THE REQUIRED ONE YEAR PLANTING WARRANTY.



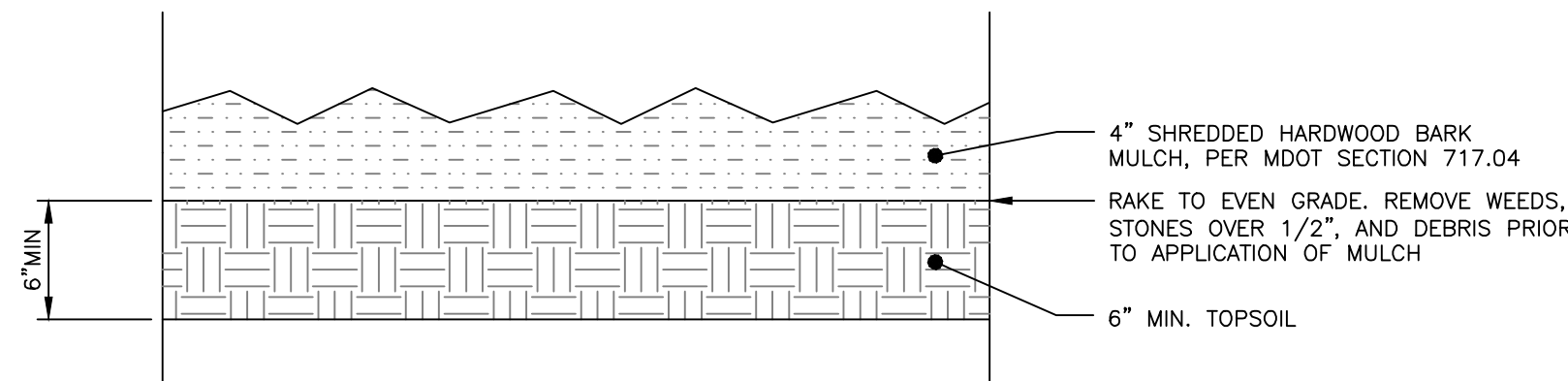
TYPICAL PLANTING
NOT TO SCALE



TREE PLANTING DETAIL
NOT TO SCALE



SHRUB PLANTING DETAIL
NOT TO SCALE



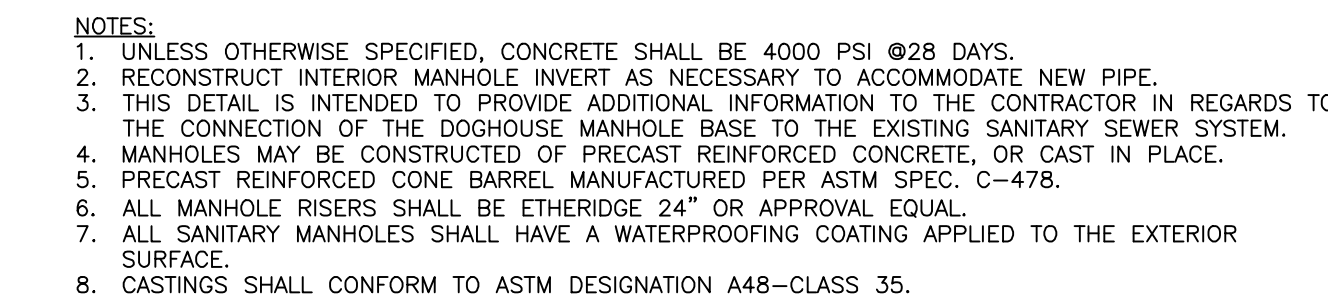
BARK MULCH DETAIL
NOT TO SCALE

PERMIT LEVEL
NOT ISSUED FOR
CONSTRUCTION

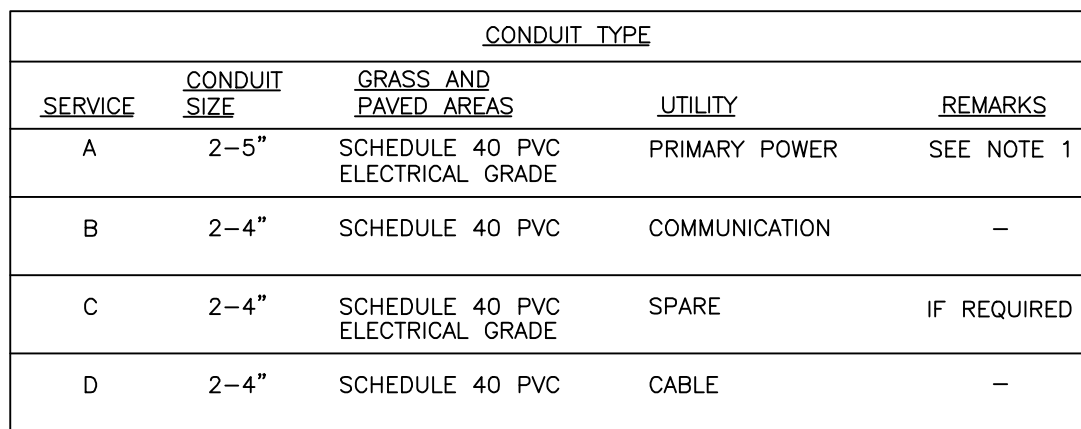
ISSUED FOR	BY
MAJOR SITE/SUB	DATE
COMMENT RESPONSE - 2	SJL
COMMENT RESPONSE - 3	3/4/22
COMMENT RESPONSE - 3	4/7/22
LANDSCAPE DETAILS	
392 ST. JOHN STREET REDEVELOPMENT	
ALEX COUPE	
PORTLAND, ME	
DRAWING NO. C-42	

-
- EXTEND WOODEN 2X4 TO 1' ABOVE GRADE TO DELINEATE END OF STUB.
MARK 2X4 WITH THE DEPTH FROM GRADE TO PLUG. MAINTAIN RECORD OF LOCATION BY TAKING 3 TIES TO STAKE FROM PERMANENT POINTS.
- 45° MAXIMUM WYE BRANCH

NOT TO SCALE



NOT TO SCALE



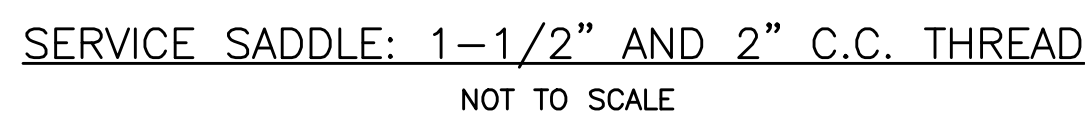
- NOT TO SCALE

-
- APPROVED EQUAL
- 7/8" DIA. PICK HOLE
8" FROM INSIDE EDGE
- PICK BAR NOTCH
- DIAMOND DESIGN SURFACE
- COVER PLAN VIEW
- 24" DIA.
8"
- SECTION A - A
COVER
- FRAME PLAN VIEW
- 26"
24 1/8"
1 1/8"
5"
3/4"
22 3/8"
31"
- MIN. WGT. 320 LBS.
- SECTION B - B
FRAME

NOT TO SCALE



NOT TO SCALE



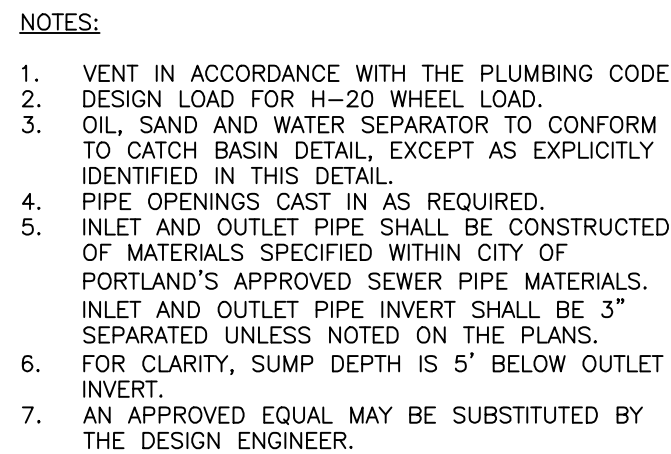
- UNLESS OTHERWISE NOTED BY THE PORTLAND WATER DISTRICT.
3. SERVICE LINE TO BE MADE OF TYPE K COPPER.
4. CONCRETE BLOCKING SHALL BE ADDED TO THE BASE OF THE CURB STOP TO PROVIDE STRUCTURAL SUPPORT FOR THE CURB STOP AND SERVICE BOX.
-
- Diagram illustrating the connection of a service line to a curb stop and the curb stop to the road.
- Labels in the diagram include:
- STREET
 - SIDEWALK
 - R/W
 - FLUSH TO FINISH GRADE
 - SERVICE BOX W/ ROD
 - CURB STOP
 - CURB STOP BALL VALVE (SEE NOTE 2)
 - SERVICE LINE
 - CORPORATION STOP
 - 5'-6"
 - 16"

NOT TO SCALE

-
- SECTION A-A



NOT TO SCALE



NOT TO SCALE

PERMIT LEVEL
NOT ISSUED FOR
CONSTRUCTION

DRAWING NAME:
UTILITY DETAILS - 1

PROJECT NAME:
392 ST. JOHN STREET REDEVELOPMENT

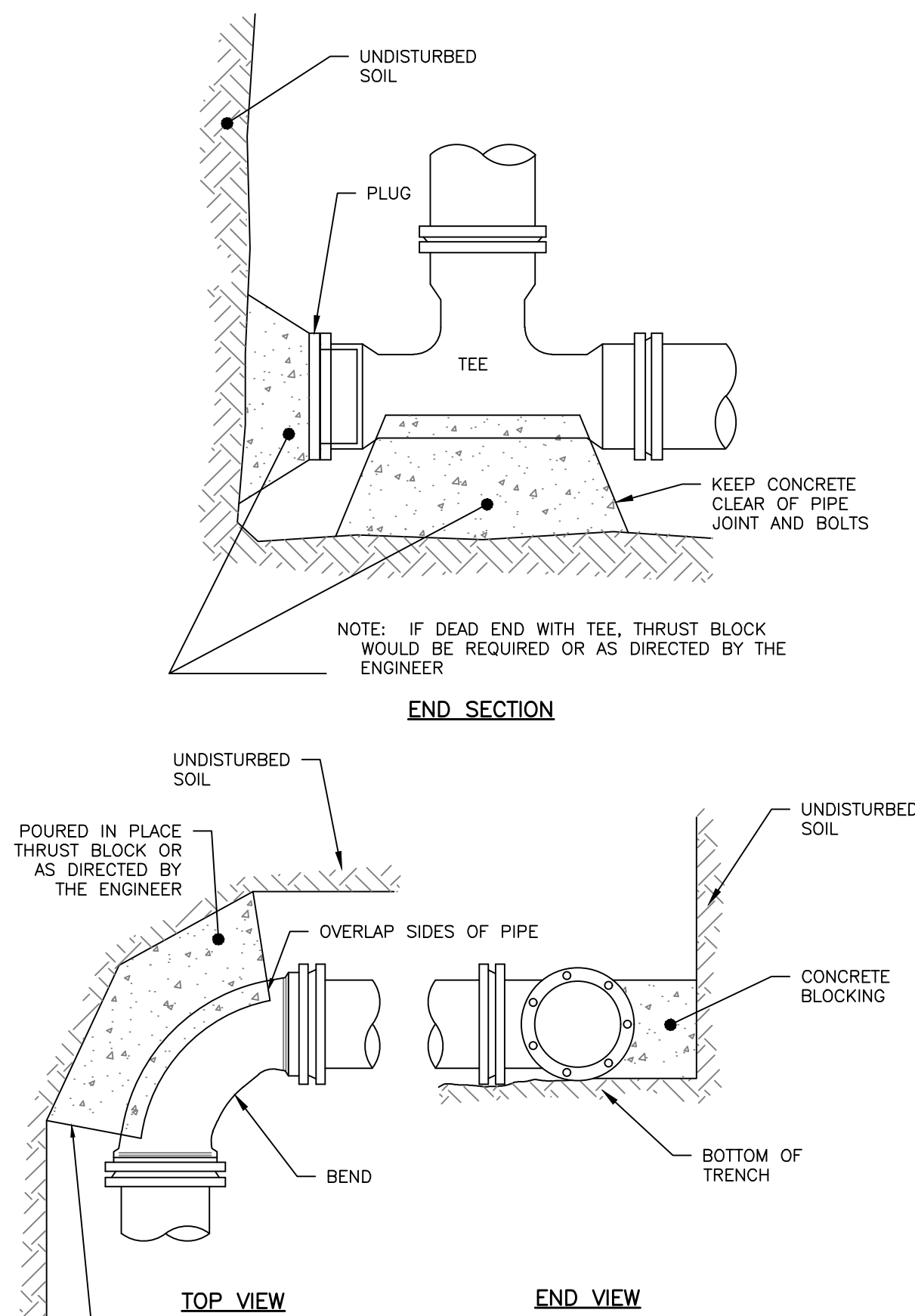
CLIENT:
ALEX COUPE
PORTLAND, ME

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM THE COMPANY. NO OTHERS SHALL BE AT THE USER'S SOLE RISK.

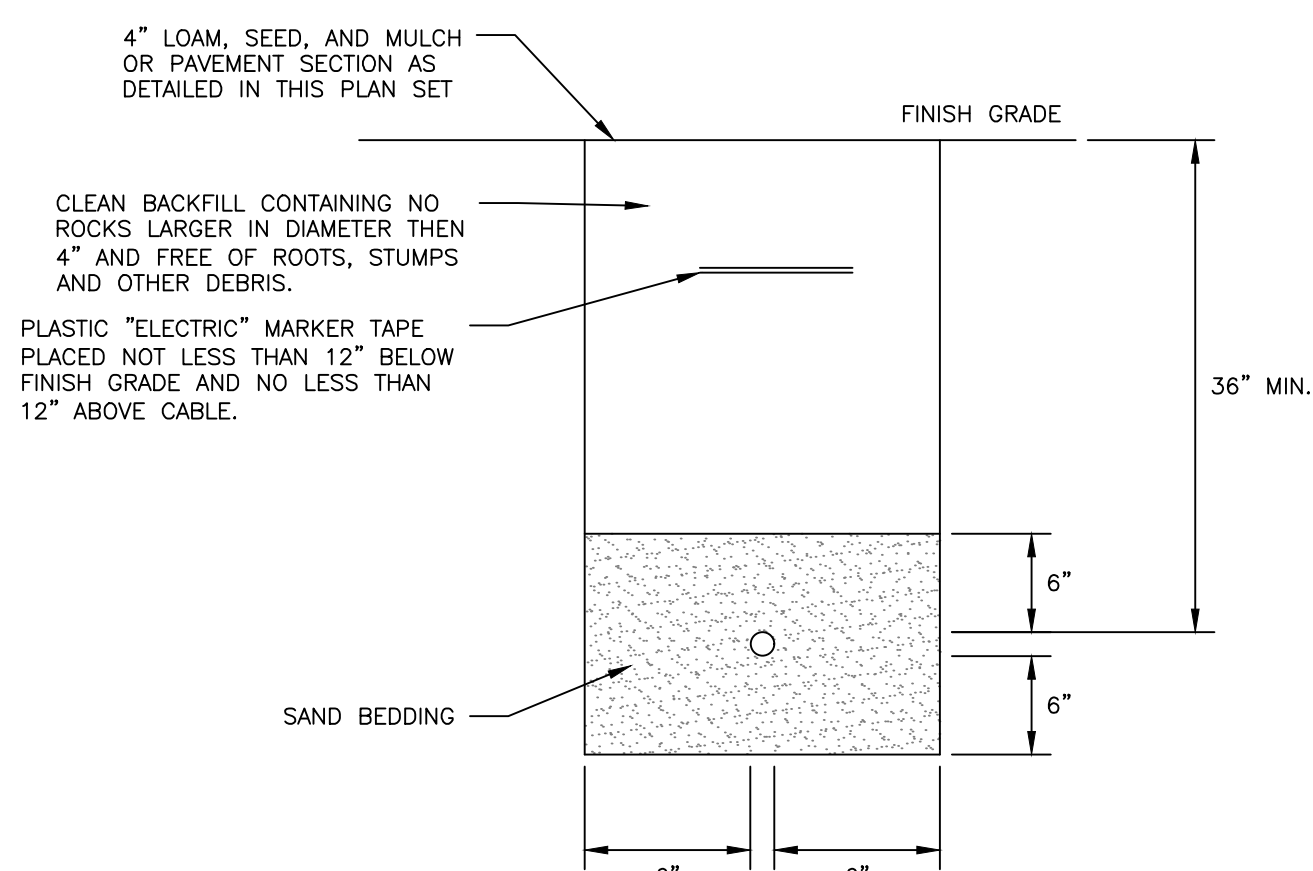
ACORN ENGINEERING, INC.
PO BOX 33 (207) 775-2865

A C O R N
ENGINEERING, INC.

DRAWING NO.
C-43



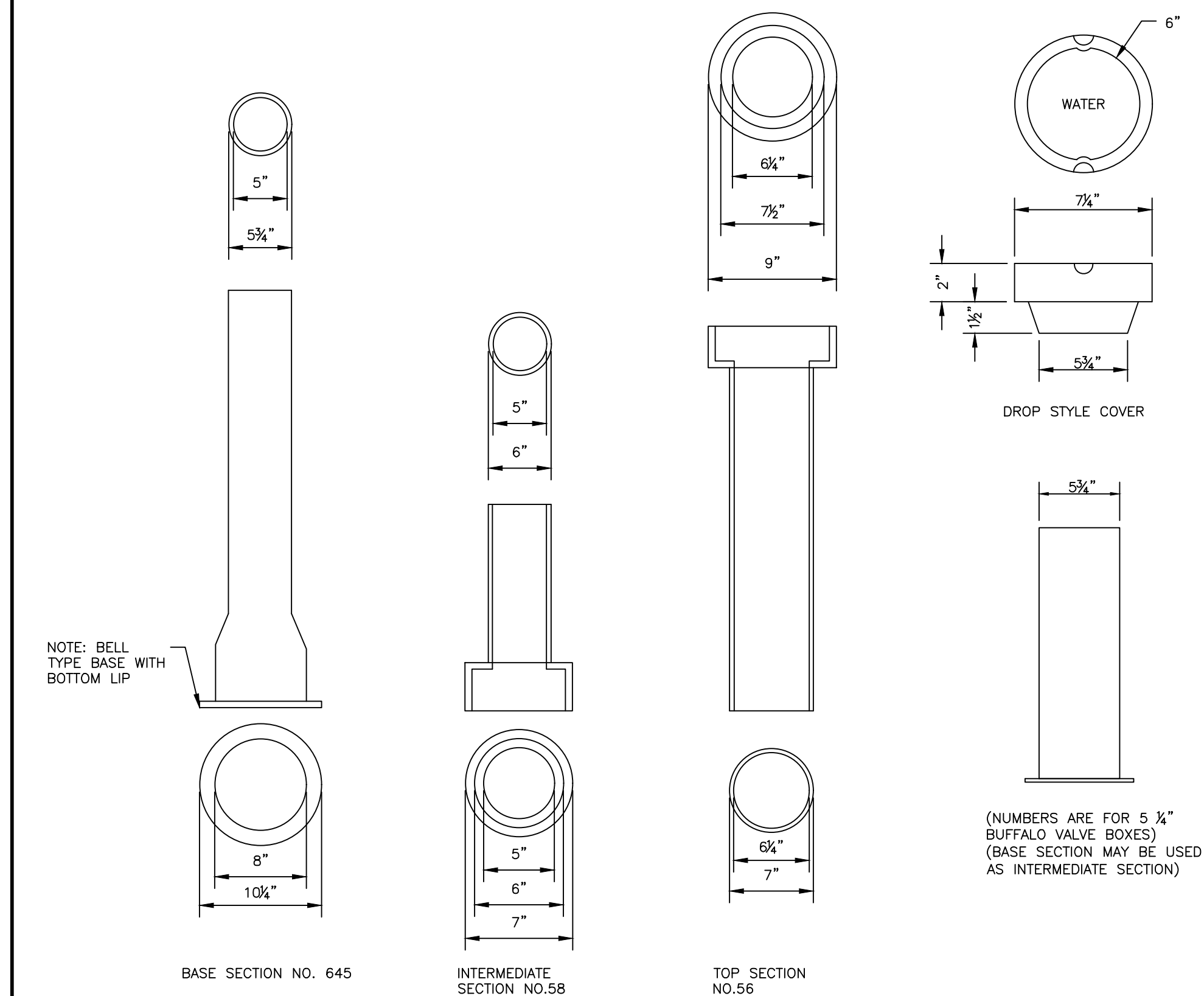
- BACKFLOW VALVE ASSEMBLY
NOT TO SCALE



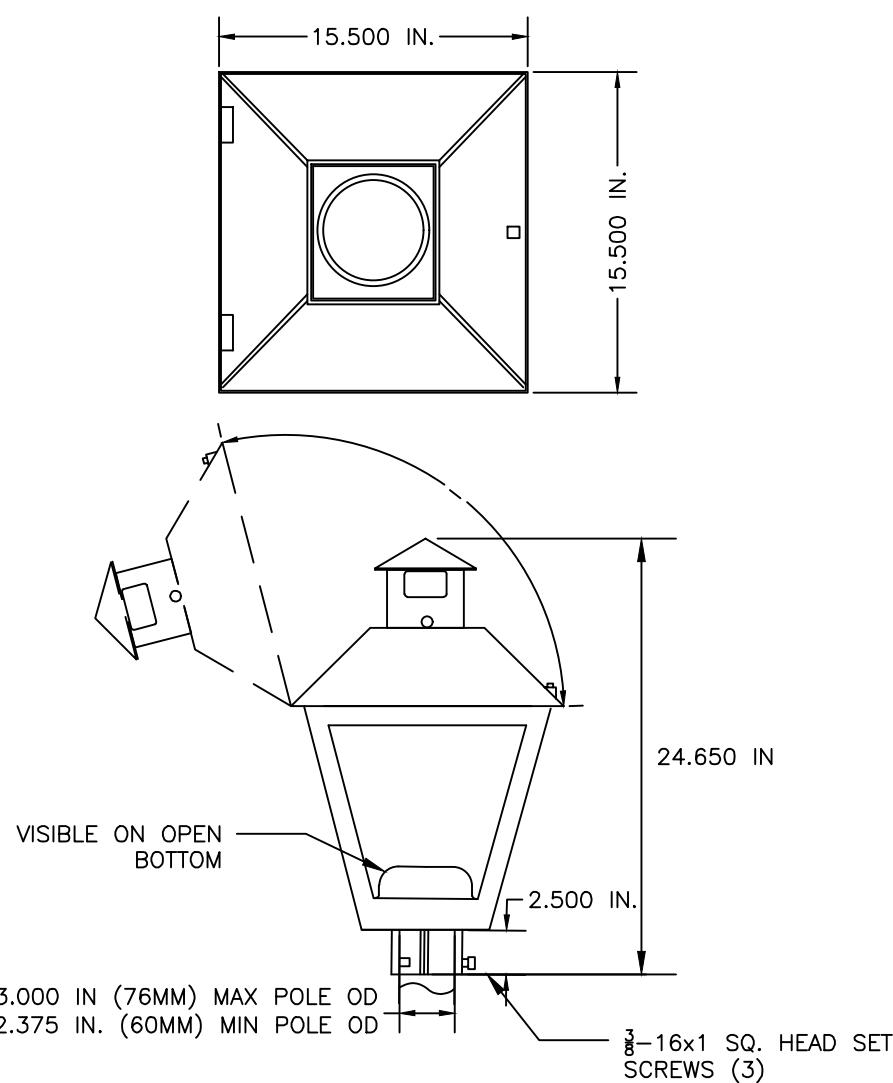
NOT TO SCALE

SCHEDULE OF MATERIALS		
TYPE OF PIPE	GRANULAR BEDDING	SELECT BACKFILL
CMP DUCTILE IRON RCP	MDOT 703.22 TYPE B UD BACKFILL	MDOT 703.22 TYPE B UD BACKFILL
PVC/HDPE	MDOT 703.22 TYPE C 3/4" CRUSHED STONE	MDOT 703.22 TYPE B UD BACKFILL
OMP	MDOT 703.22 TYPE C 3/4" CRUSHED STONE	MDOT 703.22 TYPE C 3/4" CRUSHED STONE

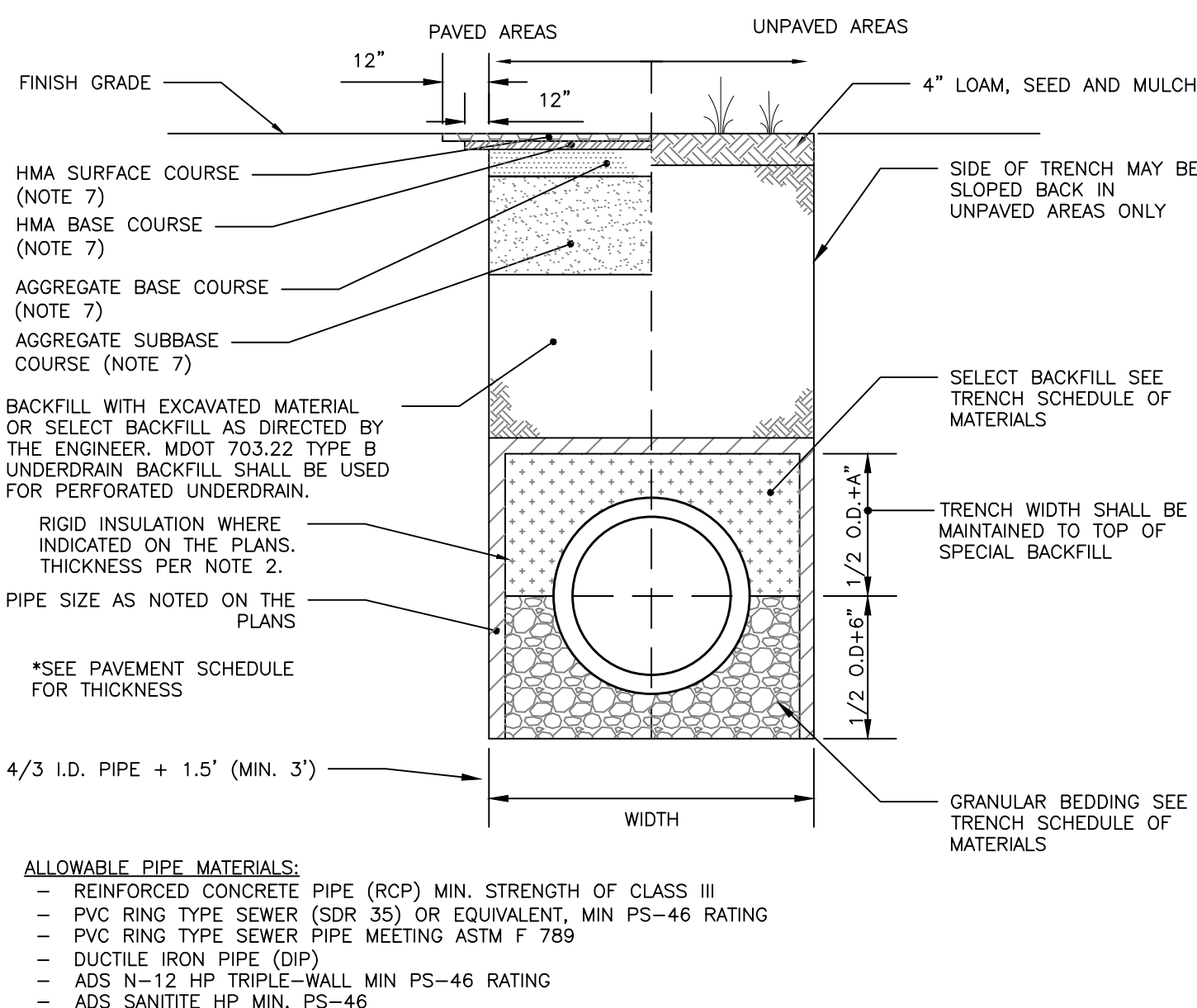
1. BRACING AND SHEETING OR OTHER TRENCH PROTECTION TO BE PROVIDED TO MEET APPLICABLE STATE AND O.S.H.A. SAFETY STANDARDS. ALL SUCH TRENCH PROTECTION TO BE THE RESPONSIBILITY OF THE CONTRACTOR.
2. STORM DRAIN COVER BETWEEN 2' AND 3' SHALL INCLUDE 4" OF RIGID INSULATION, COVER BETWEEN 3' AND 4' SHALL INCLUDE 2" RIGID INSULATION, OTHER UTILITIES; ADD 2" OF RIGID INSULATION FOR EACH FOOT OF UTILITY DEPTH.
3. INSTALL WARNING TAPE DIRECTLY ABOVE UTILITIES AT THE TOP OF SUBGRADE.
4. MINIMUM COVER:
 - 4.1. 2'-0" - STORM DRAIN
 - 4.2. 5'-0" - SEWER
5. NO TREES SHALL BE PLANTED WITHIN 5' OF A SEWER PIPE OR SERVICE
6. THIS DETAIL SHALL BE APPLIED ONLY TO DRAINAGE PIPE LOCATED OUTSIDE OF THE CITY OF PORTLAND ROW.
7. THICKNESS AS NOTED BY SURFACE DETAILS.



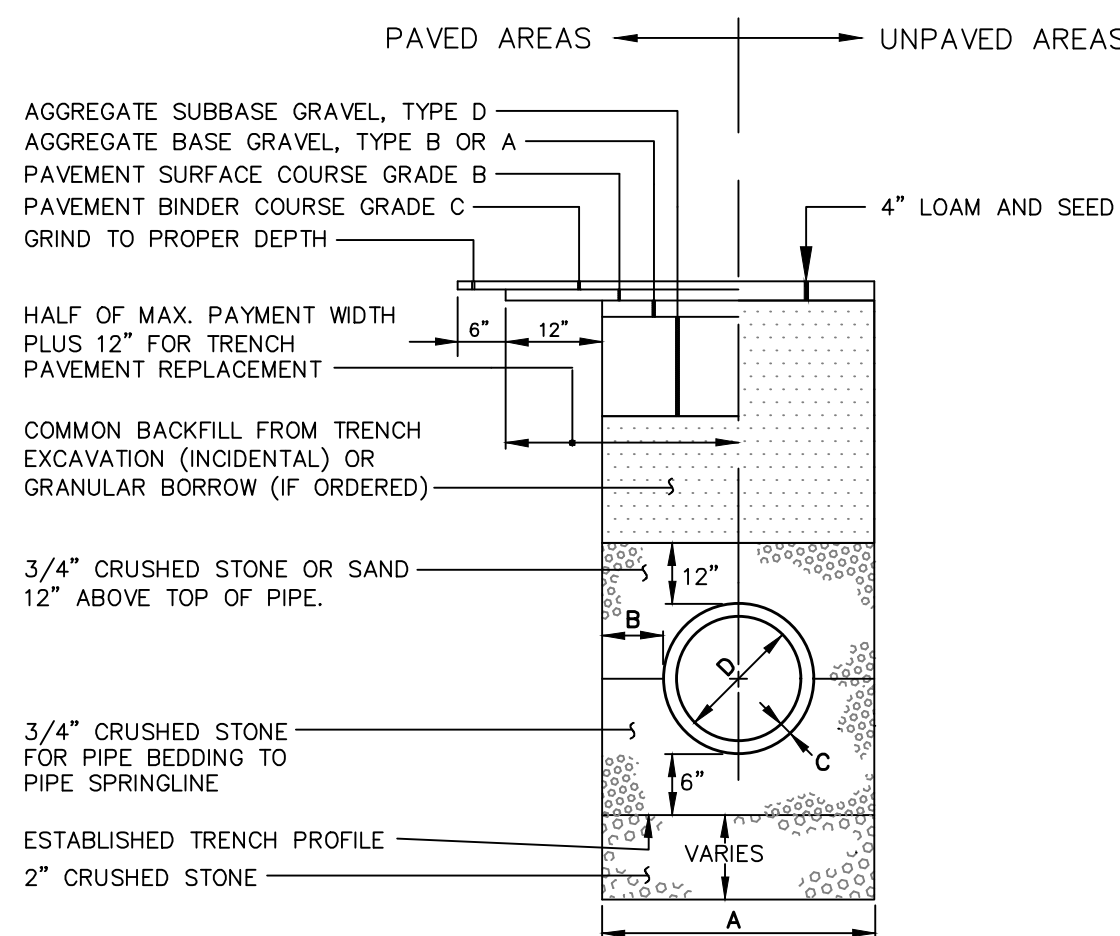
VALVE BOX & COVER
NOT TO SCALE



STREET & SIDEWALK LIGHTING: TOWN & COUNTRY POST TOP (EPTT)
NOT TO SCALE



- ALLOWABLE PIPE MATERIALS:**
- REINFORCED CONCRETE PIPE (RCP) MIN. STRENGTH OF CLASS III
 - PVC RING TYPE SEWER (SDR 35) OR EQUIVALENT, MIN PS-46 RATING
 - PVC RING TYPE SEWER PIPE MEETING ASTM F 789
 - DUCTILE IRON PIPE (DIP)
 - ADS N-12 HP TRIPLE-WALL MIN PS-46 RATING
 - ADS SANITITE HP MIN. PS-46



NOT TO SCALE

PIPE DIAMETER, D (INCHES)					MAX. TRENCH WIDTH, A (FEET)
4	-	-	-	-	4.0
6					4.0
8					4.0
10					4.0
12					5.0
15					5.0
18	-	-	-	-	5.0
21					5.0
24					6.0
27					6.0
30					6.0
36	-	-	-	-	6.0
42					7.0
48					7.0

NOT TO SCALE

PERMIT LEVEL
NOT ISSUED FOR
CONSTRUCTION

UTILITY DETAILS - 2

392 ST. JOHN STREET REDEVELOPMENT

ALEX COUPE
PORTLAND, ME

DRAWING NAME:

PROJECT NAME:

CLIENT:

ACORN ENGINEERING, INC. P.O. BOX 3372, PORTLAND MAINE 04104 (207) 775-2655	THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION OF ACORN ENGINEERING, INC. THE USER'S SOLE RISK AND WITHOUT LIABILITY TO ACORN ENGINEERING, INC.
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JN: 1156

SCALE: AS NOTED

DESIGNED BY: SJL

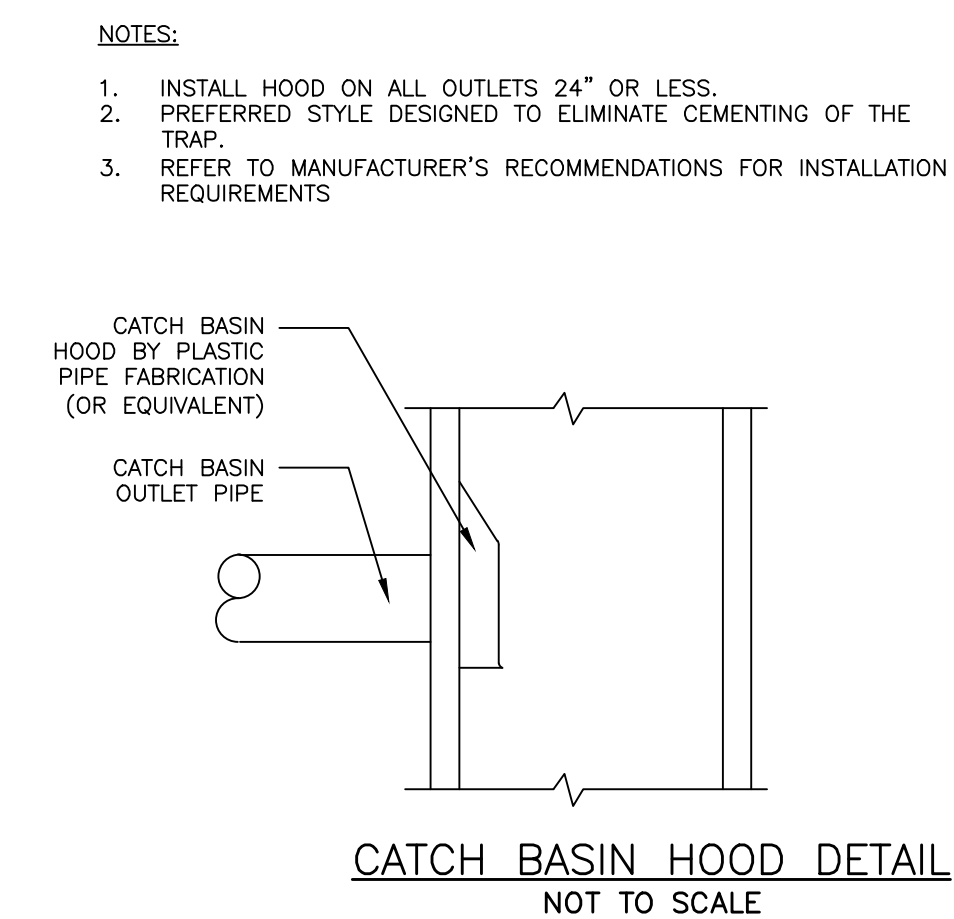
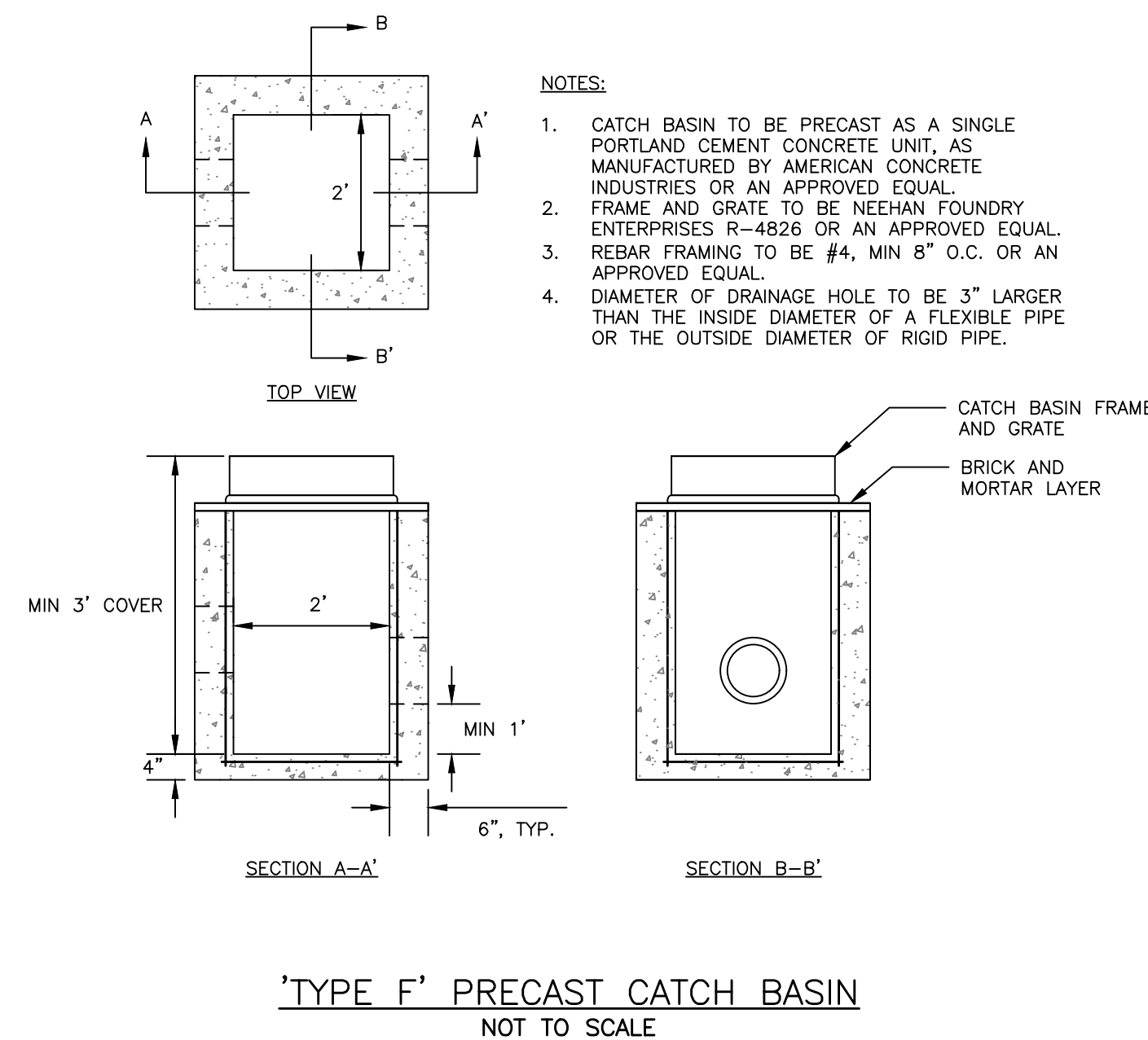
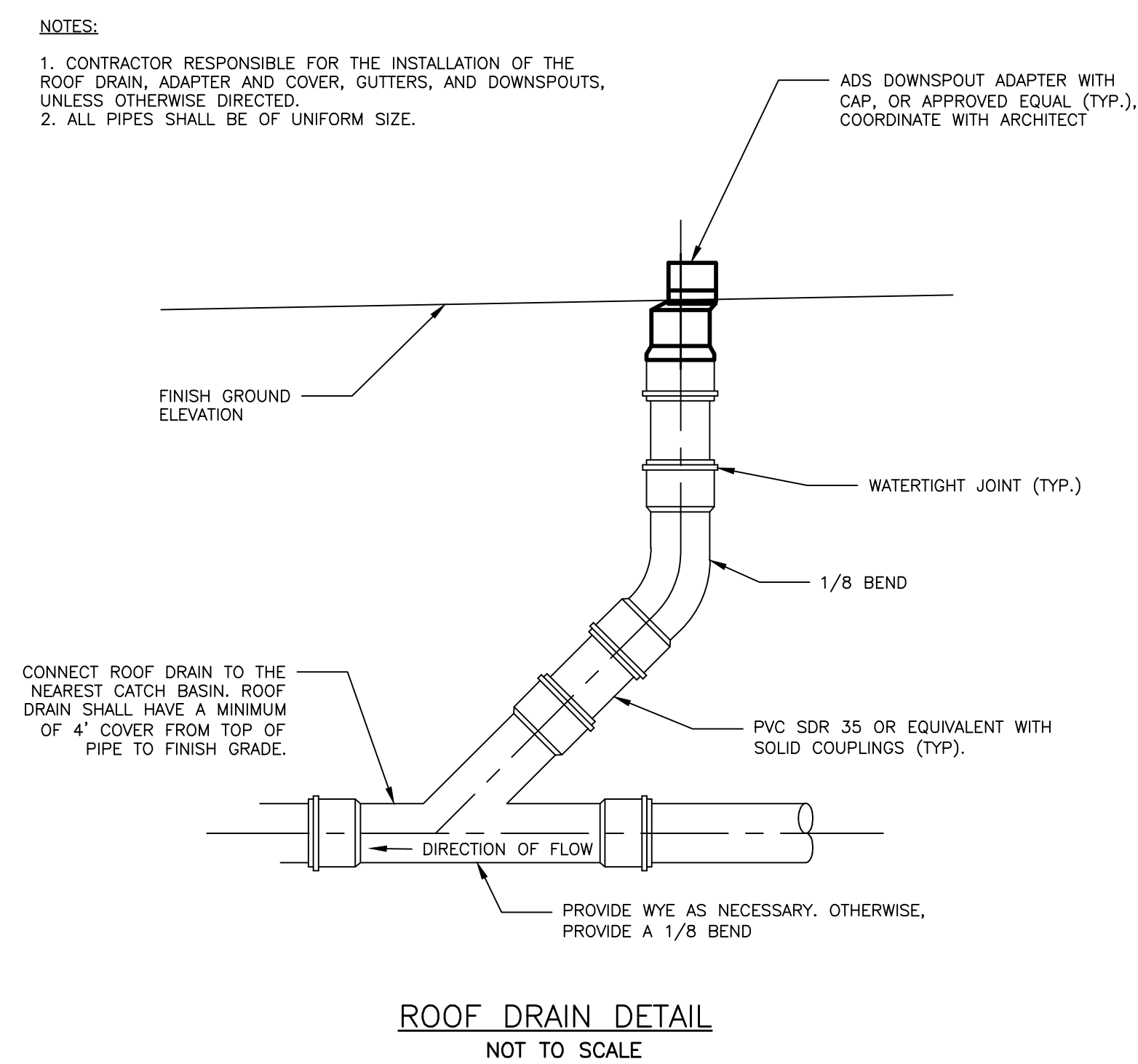
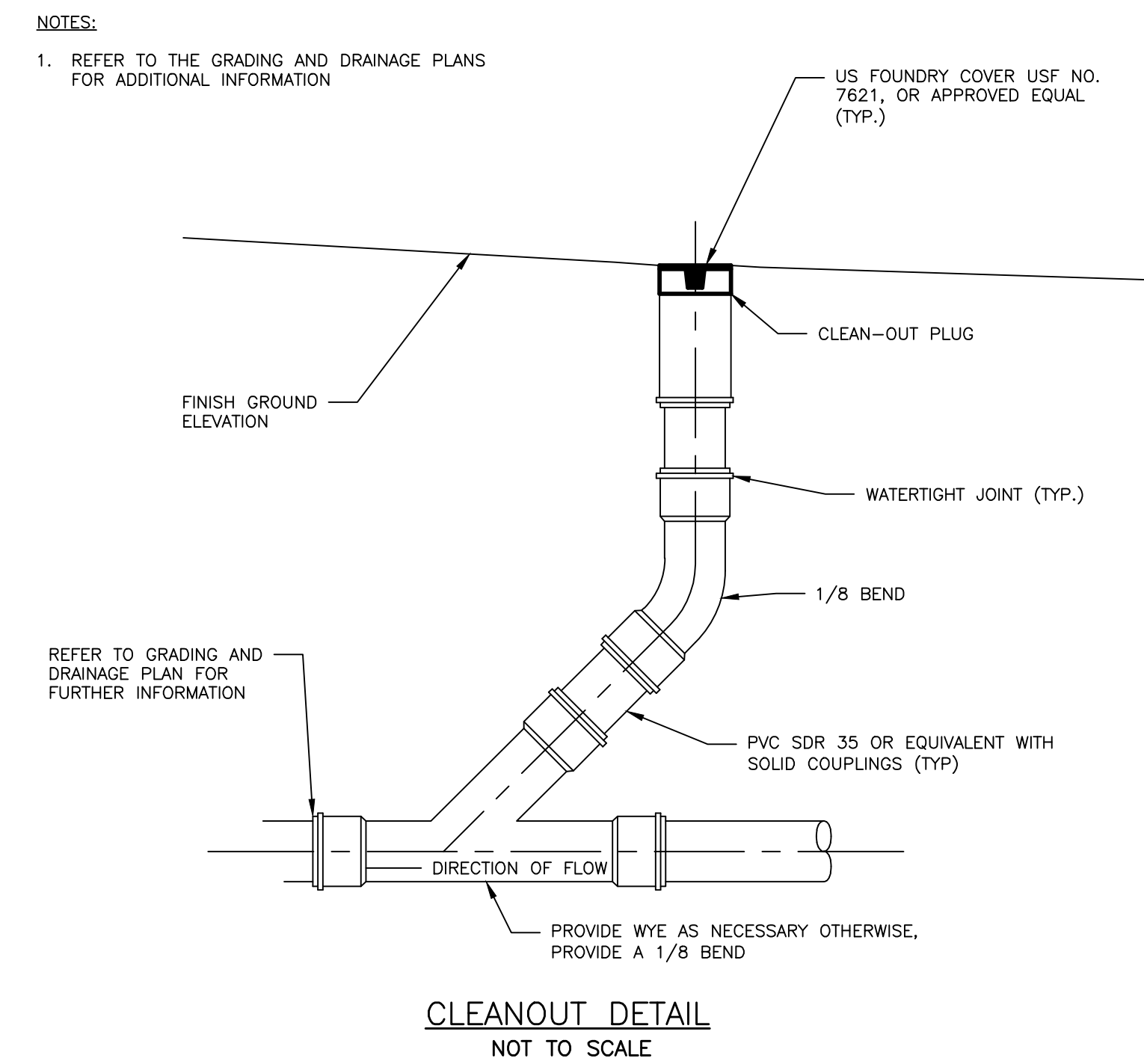
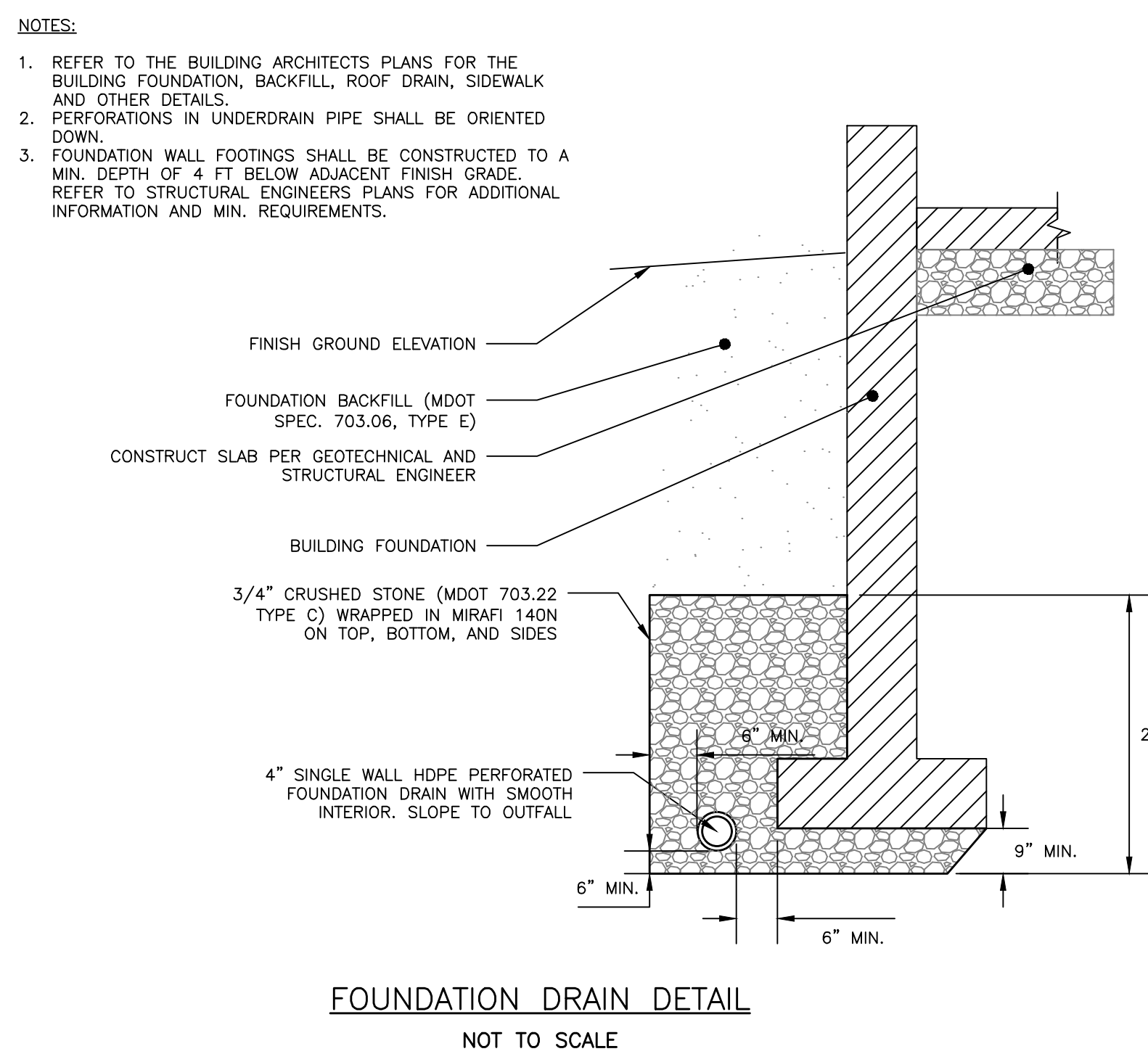
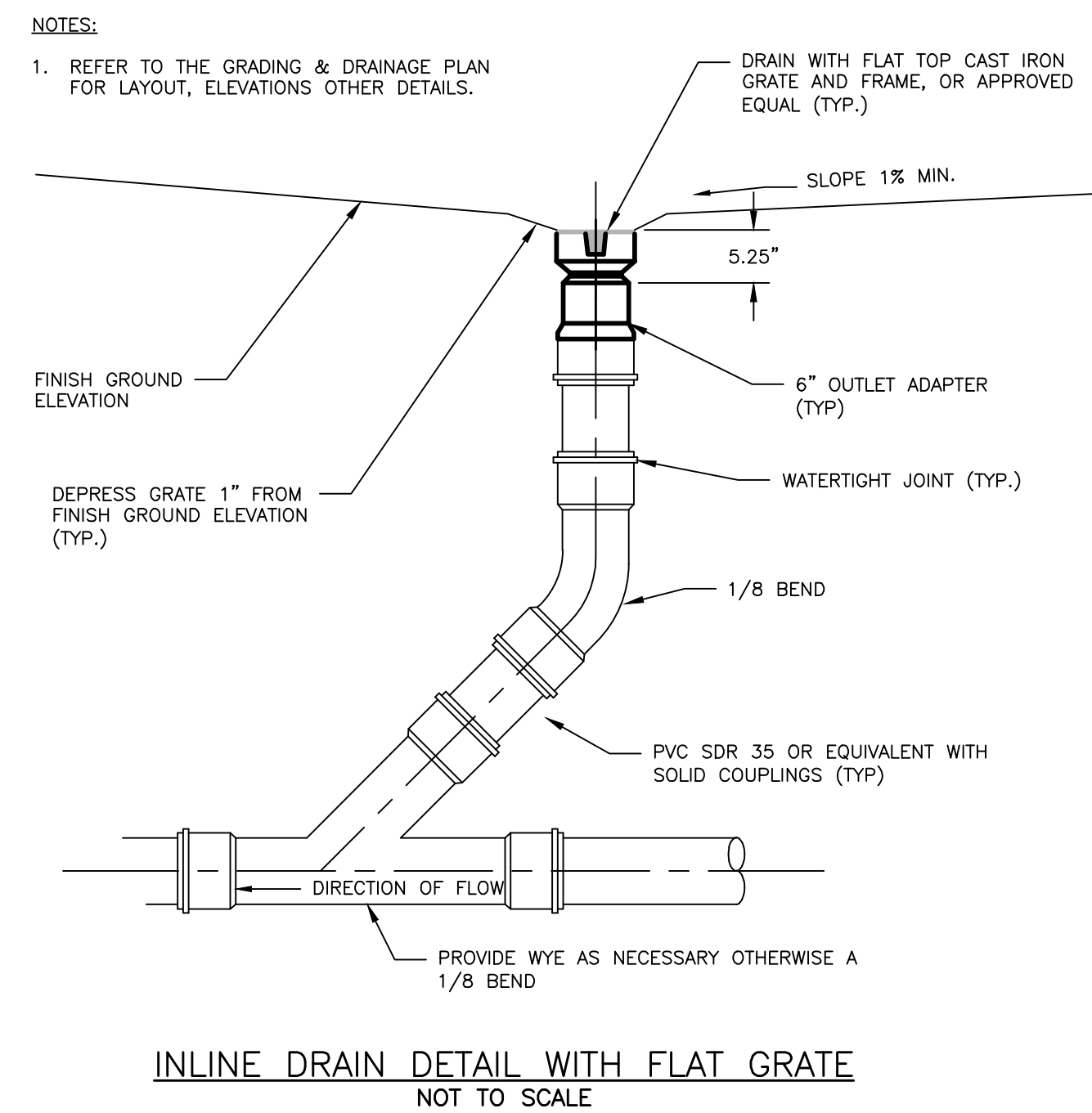
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CHECKED BY: WHS

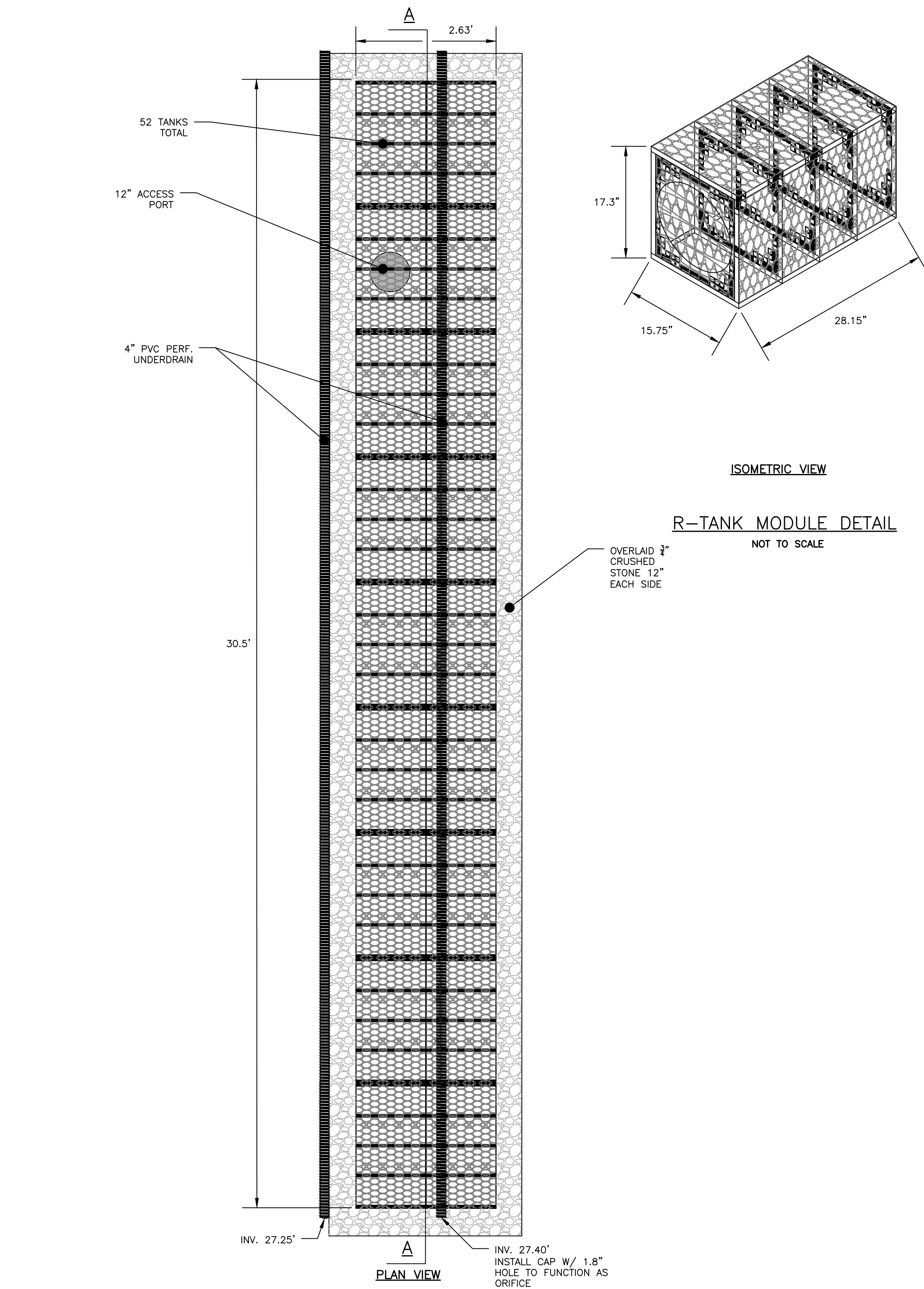


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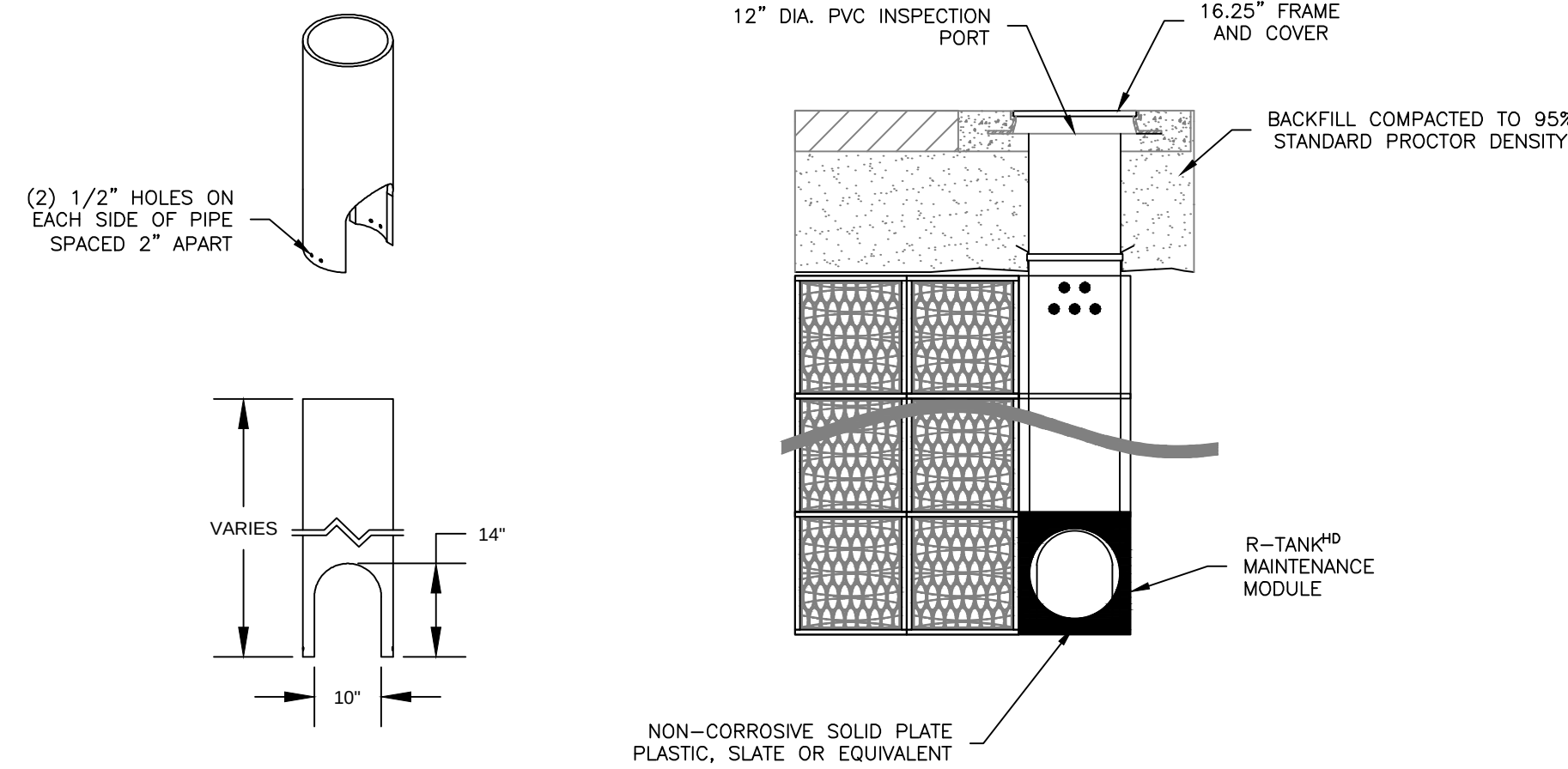
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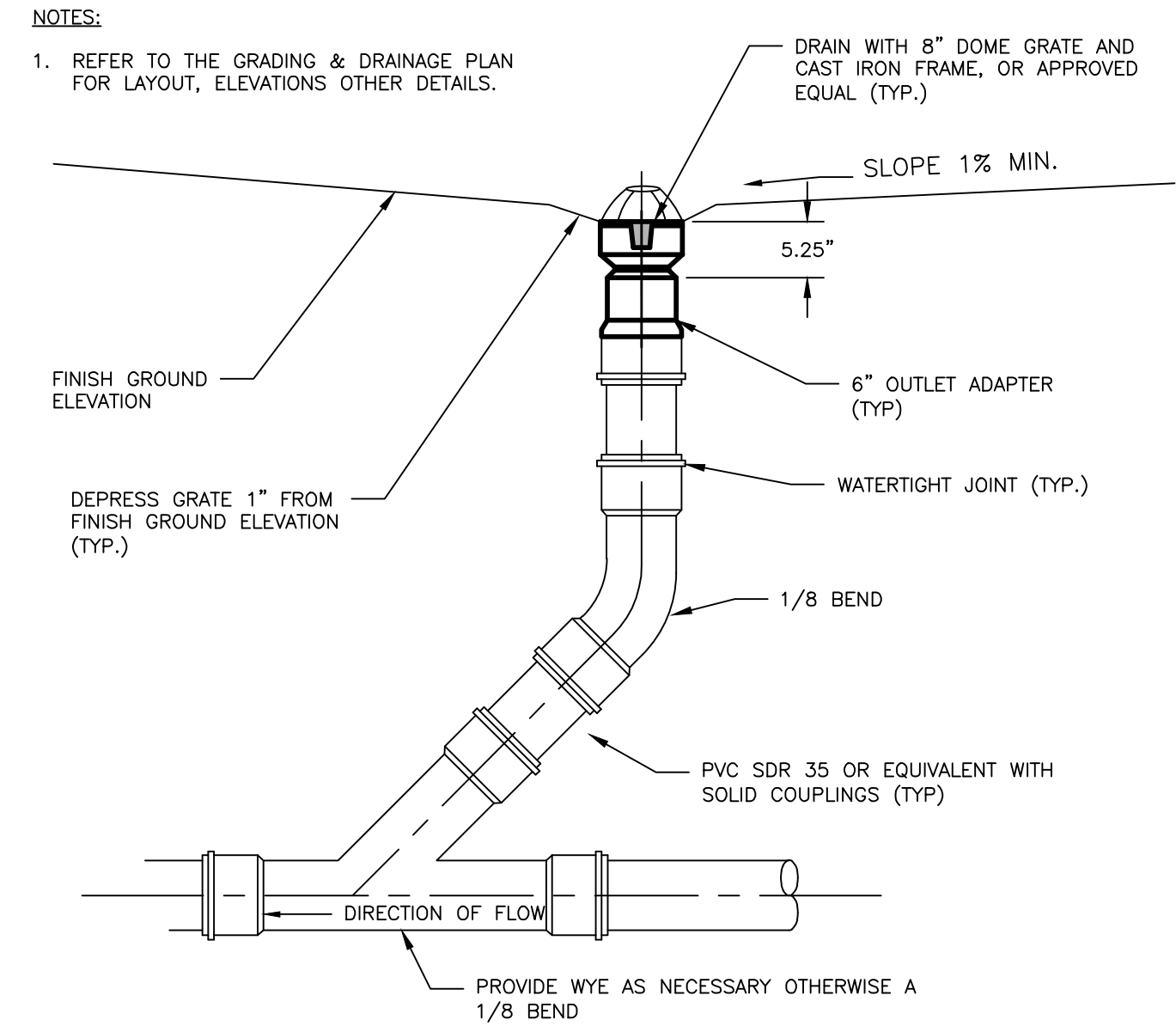
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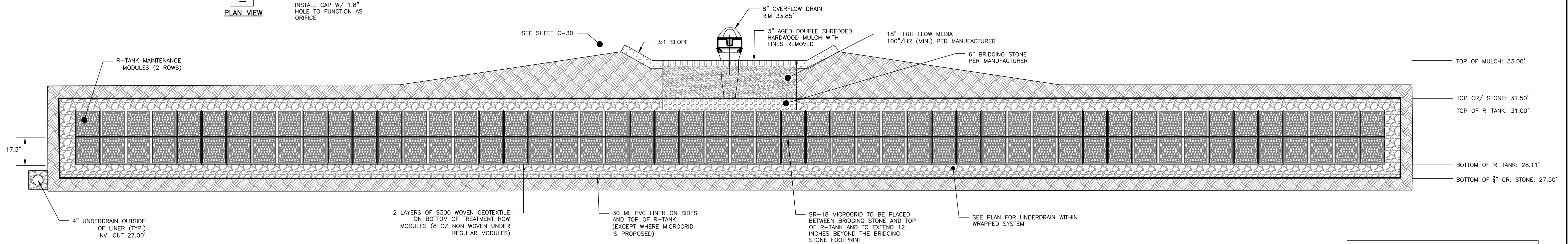
- NOTES**
1. THE INSPECTION PORT IS USED IN THE MAINTENANCE MODULE TO INSPECT THE LEVEL OF SEDIMENT ACCUMULATION.
 2. MINIMUM REQUIRED MAINTENANCE INCLUDES A QUARTERLY INSPECTION DURING THE FIRST YEAR OF OPERATION AND A YEARLY INSPECTION THEREAFTER. FLUSH MAINTENANCE ROW VIA THE ACCESS STRUCTURE FROM EITHER END AS NEEDED.



ACCESS PORT WITH SOLID COVER
NOT TO SCALE



OVERFLOW BEEHIVE DRAIN
NOT TO SCALE



SECTION A-A

FOCAL POINT RAIN GARDEN WITH R-TANK TREATMENT ROW
NOT TO SCALE

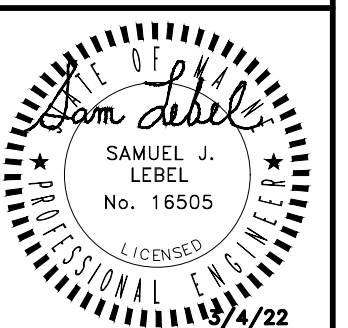
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CONSTRUCTION

ISSUED FOR	BY
MAJOR SITE/SUB	DATE
COMMENT RESPONSE - 2	SIL
	1/2/21
	SIL
	3/4/22

DRAWING NAME	FOCAL POINT DETAIL
PROJECT NAME	392 ST. JOHN STREET REDEVELOPMENT
CLIENT	ALEX COUPE PORTLAND, ME

ACORN ENGINEERING, INC.	ENGINEERING, INC.
PO BOX 3372, PORTLAND MAINE 04104	
(207) 775-2655	

FILE:	1156_CIVIL
JN:	1156
SCALE:	AS NOTED
DESIGNED BY:	SUL
DRAWN BY:	ZMS
CHECKED BY:	WHS



DRAWING NO.
C-46

1.0 EROSION CONTROL MEASURES AND SITE STABILIZATION

AS PART OF THE SITE DEVELOPMENT, THE FOLLOWING TEMPORARY AND PERMANENT EROSION AND SEDIMENTATION CONTROL DEVICES SHALL BE IMPLEMENTED. DEVICES SHALL BE INSTALLED AS DESCRIBED IN THIS REPORT OR WITHIN THE PLAN SET. SEE THE MAINE EROSION AND SEDIMENT CONTROL HANDBOOK FOR CONSTRUCTION BEST MANAGEMENT PRACTICES FOR FURTHER REFERENCE.

1.1 TEMPORARY EROSION CONTROL MEASURES

THE FOLLOWING TEMPORARY EROSION AND SEDIMENTATION CONTROL MEASURES ARE PLANNED FOR THE PROJECT'S CONSTRUCTION PERIOD:

- CRUSHED STONE STABILIZED CONSTRUCTION ENTRANCES SHALL BE PLACED AT ALL ACCESS POINTS TO THE PROJECT SITE WHERE THERE ARE DISTURBED AREAS. THE FOLLOWING SPECIFICATIONS SHALL BE FOLLOWED AT A MINIMUM:
 - STONE SIZE SHALL BE 2-3 INCHES, OR RECLAIMED OR RECYCLED CONCRETE EQUIVALENT.
 - THE THICKNESS OF THE ENTRANCE STONE LAYER SHALL BE NO LESS THAN 6 INCHES.
 - THE ENTRANCES SHALL NOT BE LESS THAN 20 FEET WIDE, HOWEVER NOT LESS THAN THE FULL WIDTH OF POINTS WHERE INGRESS OR EGRESS OCCURS. THE LENGTH SHALL NOT BE LESS THAN 50 FEET IN LENGTH.
 - GEOTEXTILE FABRIC (WOVEN OR NON-WOVEN) SHALL BE PLACED OVER THE ENTIRE ENTRANCE AREA.
- THE ENTRANCES/VEHICLES SHALL BE MAINTAINED TO THE EXTENT THAT IT WILL PREVENT THE TRACKING OF SEDIMENT ONTO PUBLIC ROADWAYS.
- SILTATION FENCE OR EROSION CONTROL BERM SHALL BE INSTALLED DOWN GRADIENT OF ANY DISTURBED AREAS TO TRAP RUNOFF BORNE SEDIMENTS UNTIL PERMANENT STABILIZATION IS ACHIEVED. THE SILT FENCE OR EROSION CONTROL BERM SHALL BE INSTALLED PER THE DETAILS PROVIDED IN THE PLAN SET AND INSPECTED BEFORE AND IMMEDIATELY AFTER EACH RAINFALL AND AT LEAST DAILY DURING PROLONGED RAINFALL. REPAIRS SHALL BE MADE IF THERE ARE ANY SIGNS OF EROSION OR SEDIMENTATION BELOW THE FENCE LINE OR BERM. IF THERE ARE SIGNS OF UNDERCUTTING AT THE CENTER OR THE EDGES, OR IMPOUNDING OF LARGE VOLUMES OF WATER BEHIND THE FENCE OR BERM, THE BARRIER SHALL BE REPLACED WITH A STONE CHECK DAM.
- HAY MULCH INCLUDING HYDRO SEEDING IS INTENDED TO PROVIDE COVER FOR DENuded OR SEEDED AREAS UNTIL REVEGETATION IS ESTABLISHED. MULCH PLACED BETWEEN APRIL 15TH AND NOVEMBER 1ST ON SLOPES OF LESS THAN 15 PERCENT SHALL BE COVERED BY FABRIC NETTING AND ANCHORED WITH STAPLES IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATION. MULCH PLACED BETWEEN NOVEMBER 1ST AND APRIL 15TH ON SLOPES EQUAL TO OR STEEPER THAN 8 PERCENT AND EQUAL TO OR FLATTER THAN 2:1 SHALL USE MATS OR FABRIC NETTING AND ANCHORED WITH STAPLES IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATION.
- AT ANY TIME OF THE YEAR, ALL SLOPES STEEPER THAN 3:1 SHALL BE STABILIZED WITH DOUBLE NET EROSION CONTROL BLANKET BIONET SC150BN BY NORTH AMERICAN GREEN OR APPROVED EQUAL, OR EROSION CONTROL MIX SLOPE PROTECTION AS DETAILED WITHIN THE PLANS.
- ST. JOHN STREET SHALL BE SWEEPED TO CONTROL MUD AND DUST FROM THE CONSTRUCTION SITE AS NECESSARY. ADD ADDITIONAL STONE TO THE STABILIZED CONSTRUCTION ENTRANCE TO MINIMIZE THE TRACKING OF MATERIAL OFF THE SITE AND ONTO THE SURROUNDING ROADWAYS.
- DURING DEMOLITION, CLEARING AND GRUBBING OPERATIONS, STONE CHECK DAMS SHALL BE INSTALLED AT ANY AREAS OF CONCENTRATED FLOW. THE MAXIMUM HEIGHT OF THE CHECK DAM SHALL NOT EXCEED 2 FEET. THE CENTER OF THE CHECK DAM SHALL BE 6 INCHES BELOW THE OUTER EDGES OF THE DAM. THE CONTRACTOR SHALL MULCH THE SIDE SLOPES AND INSTALL STONE CHECK DAMS FOR ALL NEWLY EXCAVATED DITCH LINES WITHIN 24 HOURS OF THEIR CREATION.
- SILT FENCE STAKE SPACING SHALL NOT EXCEED 6 FEET UNLESS THE FENCE IS SUPPORTED WITH 14 GAUGE WIRE IN WHICH CASE THE MAXIMUM SPACING SHALL NOT EXCEED 10 FEET. THE SILT FENCE SHALL BE "TOED" INTO THE GROUND.
- STORMDRAIN INLET PROTECTION SHALL BE PROVIDED TO STORMDRAINS THROUGH THE USE OF ANY OF THE FOLLOWING: HAY BALE DROP INLET STRUCTURES, SILT FENCE DROP INLET SEDIMENT FILTER, GRAVEL AND WIRE MESH DROP INLET SEDIMENT FILTER, OR CURB INLET SEDIMENT FILTER. BARRIERS SHALL BE INSPECTED AFTER EVERY RAINFALL EVENT AND REPAIRED AS NECESSARY. SEDIMENTS SHALL BE REMOVED WHEN ACCUMULATION HAS REACHED 1/2 THE DESIGN HEIGHT.
- DUST CONTROL SHALL BE ACCOMPLISHED BY THE USE OF ANY OF THE FOLLOWING: WATER, CALCIUM CHLORIDE, STONE, OR AN APPROVED MDEP PRODUCT. DUST CONTROL SHALL BE APPLIED AS NEEDED TO ACCOMPLISH DUST CONTROL.
- TEMPORARY LOAM, SEED, AND MULCHING SHALL BE USED IN AREAS WHERE NO OTHER EROSION CONTROL MEASURE IS USED. APPLICATION RATES FOR SEEDING ARE PROVIDED AT THE END OF THIS REPORT.
- STOCKPILES SHALL BE STABILIZED WITHIN 7 DAYS OF FORMATION UNLESS A SCHEDULED RAIN EVENT OCCURS PRIOR TO THE 7 DAY WINDOW, IN WHICH CASE THE STOCKPILE SHALL BE STABILIZED PRIOR TO THE RAIN EVENT. METHODS OF STABILIZATION SHALL BE MULCH, EROSION CONTROL MIX, OR EROSION CONTROL BLANKETS/MATS. SILT FENCE OR A WOOD WASTE COMPOST FILTER BERM SHALL BE PLACED DOWNHILL OF ANY SOIL STOCKPILE LOCATION.
- FOR DISTURBANCE BETWEEN NOVEMBER 1 AND APRIL 15, PLEASE REFER TO WINTER STABILIZATION PLAN IN THIS REPORT AND THE MAINE EROSION AND SEDIMENT CONTROL BMP MANUAL FOR FURTHER INFORMATION.
- IT IS OF THE UTMOST IMPORTANCE THAT STORMWATER RUNOFF AND POTENTIAL SEDIMENT FROM THE CONSTRUCTION SITE BE DIVERTED AROUND THE PROPOSED UNDERDRAINS UNTIL THE TRENCH IS BACKFILLED.

1.2 PERMANENT EROSION CONTROL MEASURES

THE FOLLOWING PERMANENT EROSION CONTROL MEASURES ARE INTENDED FOR POST DISTURBANCE AREAS OF THE PROJECT.

- ALL DISTURBED AREAS DURING CONSTRUCTION, NOT SUBJECT TO OTHER PROPOSED CONDITIONS, SHALL RECEIVE A MINIMUM 4" OF LOAM AND SHALL BE LIMED, AND MULCHED.
 - EROSION CONTROL BLANKETS OR MATS SHALL BE PLACED OVER THE MULCH IN AREAS NOTED IN PARAGRAPH 4.2 OF THIS REPORT.
 - ALL STORMWATER DEVICES SHALL BE INSTALLED AND TRIBUTARY AREAS STABILIZED PRIOR RECEIVING STORMWATER.
 - REFER TO THE MAINE EROSION AND SEDIMENT CONTROL BMP MANUAL FOR ADDITIONAL INFORMATION.

2.0 EROSION AND SEDIMENTATION CONTROL PLAN

- THE EROSION AND SEDIMENTATION CONTROL PLAN IS INCLUDED WITHIN THE PLAN SET.

3.0 DETAILS AND SPECIFICATIONS

- EROSION CONTROL DETAILS AND SPECIFICATIONS ARE INCLUDED IN THE PLAN SET.

4.0 STABILIZATION PLAN FOR WINTER CONSTRUCTION

WINTER CONSTRUCTION CONSISTS OF EARTHWORK DISTURBANCE BETWEEN THE DATES OF NOVEMBER 1 AND APRIL 15. IF A CONSTRUCTION SITE IS NOT STABILIZED WITH PAVEMENT, A ROAD GRAVEL BASE, 75% MATURE VEGETATION COVER OR RIPRAP BY NOVEMBER 15, THEN THE SITE SHALL BE PROTECTED WITH OVER-WINTER STABILIZATION, ANY AREA NOT STABILIZED WITH PAVEMENT, VEGETATION, MULCHING, EROSION CONTROL MIX, EROSION CONTROL MATS, RIPRAP, OR GRAVEL BASE ON A ROAD SHALL BE CONSIDERED OPEN.

THE CONTRACTOR SHALL LIMIT THE WORK AREA TO AREAS THAT WORK WILL OCCUR IN DURING THE SUBSEQUENT 15 DAYS AND SO THAT IT CAN BE MULCHED ONE DAY PRIOR TO A SNOW EVENT. THE CONTRACTOR SHALL STABILIZE WORK AREAS PRIOR TO OPENING ADDITIONAL WORK AREAS TO MINIMIZE AREAS WITHOUT EROSION CONTROL MEASURES.

THE FOLLOWING MEASURES SHALL BE IMPLEMENTED DURING WINTER CONSTRUCTION PERIODS:

4.1 SEDIMENT BARRIERS

DURING FROZEN CONDITIONS, SEDIMENT BARRIERS MAY CONSIST OF EROSION CONTROL MIX BERMS OR ANY OTHER RECOGNIZED SEDIMENT BARRIERS AS FROZEN SOIL PREVENTS THE PROPER INSTALLATION OF HAY BALES OR SILT FENCES.

4.2 MULCHING

ALL AREAS SHALL BE CONSIDERED TO BE DENuded UNTIL SEEDED AND MULCHED. HAY AND STRAW MULCH SHALL BE APPLIED AT A RATE OF 150 LB. PER 1,000 SQUARE FEET OR 3 TONS/ACRE (TWICE THE NORMAL ACCEPTED RATE OF 75-LBS./1,000 S.F. OR 1.5 TONS/ACRE) AND SHALL BE PROPERLY ANCHORED. EROSION CONTROL MIX MUST BE APPLIED WITH A MINIMUM 4 INCH THICKNESS. MULCH SHALL NOT BE SPREAD ON TOP OF SNOW. THE SNOW SHALL BE REMOVED DOWN TO A ONE-INCH DEPTH OR LESS PRIOR TO APPLICATION. AFTER EACH DAY OF FINAL GRADING, THE AREA SHALL BE PROPERLY STABILIZED WITH ANCHORED HAY OR STRAW OR EROSION CONTROL MATTING. AN AREA SHALL BE CONSIDERED TO HAVE BEEN STABILIZED WHEN EXPOSED SURFACES HAVE BEEN EITHER MULCHED OR ADEQUATELY ANCHORED SO THAT GROUND SURFACE IS NOT VISIBLE THROUGH THE MULCH. BETWEEN THE DATES OF NOVEMBER 1 AND APRIL 15, ALL MULCH SHALL BE ANCHORED BY EITHER MULCH NETTING, TRACKING OR WOOD CELLULOSE FIBER. THE COVER WILL BE CONSIDERED SUFFICIENT WHEN THE GROUND SURFACE IS NOT VISIBLE THROUGH THE MULCH. AFTER NOVEMBER 1ST, MULCHING AND ANCHORING OF ALL EXPOSED SOIL SHALL OCCUR AT THE END OF EACH FINAL GRADING WORKDAY.

4.3 SOIL STOCKPILING

STOCKPILES OF SOIL OR SUBSOIL SHALL BE MULCHED FOR OVER WINTER PROTECTION WITH HAY OR STRAW AT TWICE THE NORMAL RATE OR WITH A FOUR-INCH LAYER OF EROSION CONTROL MIX. THIS SHALL BE DONE WITHIN 24 HOURS OF STOCKING AND RE-ESTABLISHED PRIOR TO ANY RAINFALL OR SNOWFALL.

4.4 SEEDING

BETWEEN THE DATES OF OCTOBER 15TH AND APRIL 1ST, LOAM OR SEED SHALL NOT BE REQUIRED. DURING PERIODS OF ABOVE FREEZING TEMPERATURES FINISHED AREAS SHALL BE FINE GRADUALLY SEEDING AND MULCHING UNTIL SUCH TIME AS THE FINAL TREATMENT CAN BE APPLIED. IF THE DATE IS AFTER NOVEMBER 1ST AND IF THE EXPOSED AREA HAS NOT BEEN LOAMED, FINAL GRADING WITH A UNIFORM SURFACE, THEN THE AREA MAY BE DORMANT SEEDED AT A RATE OF 3 TIMES HIGHER THAN SPECIFIED FOR PERMANENT SEED AND THEN MULCHED.

DORMANT SEEDING MAY BE PLACED PRIOR TO THE PLACEMENT OF MULCH OR EROSION CONTROL BLANKETS. IF DORMANT SEEDING IS USED FOR THE SITE, ALL DISTURBED AREAS SHALL RECEIVE 4" OF LOAM AND SEED AT AN APPLICATION RATE OF 5 LBS/1,000 S.F. ALL AREAS SEEDED DURING THE WINTER SHALL BE INSPECTED IN THE SPRING FOR ADEQUATE CATCH. ALL AREAS INSUFFICIENTLY VEGETATED (LESS THAN 75% CATCH) SHALL BE REVEGETATED BY REPLACING LOAM, SEED AND MULCH. IF DORMANT SEEDING IS NOT USED FOR THE SITE, ALL DISTURBED AREAS SHALL BE REVEGETATED IN THE SPRING.

4.5 OVER WINTER STABILIZATION OF DISTURBED SOILS

BY SEPTEMBER 15TH, ALL DISTURBED SOILS ON AREAS HAVING A SLOPE LESS THAN 15% SHALL BE SEEDED AND MULCHED. IF THE DISTURBED AREAS ARE NOT STABILIZED BY THIS DATE, THEN ONE OF THE FOLLOWING ACTIONS SHALL BE TAKEN TO STABILIZE THE SOIL FOR LATE FALL AND WINTER:

- STABILIZE THE SOIL WITH TEMPORARY VEGETATION - BY OCTOBER 1ST, SEED THE DISTURBED SOIL WITH WINTER RYE AT A SEEDING RATE OF 3LBS PER 1,000 S.F., LIGHTLY MULCH THE SEEDED SOIL WITH HAY OR STRAW AT 75 LBS PER 1,000 S.F., AND ANCHOR THE MULCH WITH PLASTIC NETTING. MONITOR GROWTH OF THE RYE OVER THE NEXT 30 DAYS. IF THE RYE FAILS TO GROW AT LEAST THREE INCHES OR FAILS TO COVER AT LEAST 75% OF THE DISTURBED SOIL BEFORE NOVEMBER 1ST, THEN MULCH THE AREA FOR OVER-WINTER PROTECTION.
- STABILIZE THE SOIL WITH SOD - STABILIZE THE DISTURBED SOIL WITH PROPERLY INSTALLED SOD BY OCTOBER 1ST. PROPER INSTALLATION INCLUDES PINNING THE SOD ONTO THE SOIL WITH WIRE PINS, ROLLING THE SOD TO GUARANTEE CONTACT BETWEEN THE SOD AND UNDERLYING SOIL, AND WATERING THE SOD TO PROMOTE ROOT GROWTH INTO THE DISTURBED SOIL.
- STABILIZE THE SOIL WITH MULCH - BY NOVEMBER 15TH, MULCH THE DISTURBED SOIL BY SPREADING HAY OR STRAW AT A RATE OF AT LEAST 150 LBS PER 1,000 S.F. ON THE AREA SO THAT NO SOIL IS VISIBLE THROUGH THE MULCH. IMMEDIATELY AFTER APPLYING THE MULCH, ANCHOR THE MULCH WITH PLASTIC NETTING TO PREVENT WIND FROM MOVING THE MULCH OFF THE DISTURBED SOIL.

4.6 OVER WINTER STABILIZATION OF DISTURBED SLOPES

ALL STONE-COVERED SLOPES SHALL BE CONSTRUCTED AND STABILIZED BY NOVEMBER 15TH. ALL SLOPES TO BE VEGETATED SHALL BE SEEDED AND MULCHED BY SEPTEMBER 1ST. A SLOPE IS CONSIDERED A GRADE GREATER THAN 15%. IF A SLOPE TO BE VEGETATED IS NOT STABILIZED BY SEPTEMBER 1ST, THEN ONE OF THE FOLLOWING ACTION SHALL BE TAKEN TO STABILIZE THE SLOPE FOR LATE FALL AND WINTER:

- STABILIZE THE SOIL WITH TEMPORARY VEGETATION AND EROSION CONTROL MATS - BY OCTOBER 1ST THE DISTURBED SLOPE SHALL BE SEEDED WITH WINTER RYE AT A SEEDING RATE OF 3 LBS PER 1,000 S.F. AND THEN INSTALL EROSION CONTROL MATS OR ANCHORED MULCH OVER THE SEEDED. IF THE RYE FAILS TO GROW AT LEAST THREE INCHES OR FAILS TO COVER AT LEAST 75% OF THE SLOPE BY NOVEMBER 1ST, THEN THE CONTRACTOR SHALL COVER THE SLOPE WITH A LAYER OF EROSION CONTROL MIX OR WITH STONE RIPRAP.
- STABILIZE THE SOIL WITH SOD - THE DISTURBED SLOPE SHALL BE STABILIZED WITH PROPERLY INSTALLED SOD BY OCTOBER 1ST. PROPER INSTALLATION INCLUDES THE CONTRACTOR ROLLING THE SOD ONTO THE SLOPE WITH WIRE PINS, ROLLING THE SOD TO GUARANTEE CONTACT BETWEEN THE SOD AND UNDERLYING SOIL, AND WATERING THE SOD TO PROMOTE ROOT GROWTH INTO THE DISTURBED SOIL. THE CONTRACTOR SHALL NOT USE LATE-SEASON SOD INSTALLATION TO STABILIZE SLOPES HAVING A GRADE GREATER THAN 3H:1V OR HAVING GROUNDWATER SEEPS ON THE SLOPE FACE.
- STABILIZE THE SOIL WITH EROSION CONTROL MIX - EROSION CONTROL MIX SHALL BE PROPERLY INSTALLED BY NOVEMBER 15TH. THE CONTRACTOR SHALL NOT USE EROSION CONTROL MIX TO STABILIZE SLOPES HAVING GRADES GREATER THAN 2H:1V OR HAVING GROUNDWATER SEEPS ON THE SLOPE FACE.
- STABILIZE THE SOIL WITH STONE RIPRAP - PLACE A LAYER OF STONE RIPRAP ON THE SLOPE BY NOVEMBER 15TH. A REGISTERED PROFESSIONAL ENGINEER SHALL BE HIRED TO DETERMINE THE STONE SIZE NEEDED FOR STABILITY ON THE SLOPE AND TO DESIGN A FILTER LAYER FOR UNDERNEATH THE RIPRAP.

5.0 INSPECTION AND MAINTENANCE

A PERSON WITH KNOWLEDGE OF EROSION AND STORMWATER CONTROL, INCLUDING THE STANDARDS AND CONDITIONS IN THE PERMIT, SHALL CONDUCT PERIODIC VISUAL INSPECTIONS OF INSTALLED EROSION CONTROL MEASURES. THE FREQUENCY OF INSPECTION SHALL OCCUR AT LEAST ONCE EVERY TWO WEEKS, AS WELL AS AFTER A "STORM EVENT". A "STORM EVENT" SHALL CONSIST OF 0.5 INCHES OF RAIN WITHIN A 24 HOUR PERIOD. THE FOLLOWING EROSION AND SEDIMENT CONTROL - BEST MANAGEMENT PRACTICES (BMP'S) SHALL BE INSPECTED IN THE MANNER AS DESCRIBED.

5.1 SEDIMENT BARRIERS

HAY BALE BARRIERS, SILT FENCES AND FILTER BERMS SHALL BE INSPECTED AND REPAIRED FOR THE FOLLOWING IF THERE ARE ANY SIGNS OF EROSION OR SEDIMENTATION BELOW THEM. IF THERE ARE SIGNS OF UNDERCUTTING AT THE CENTER OR THE EDGES OF THE BARRIER, OR IMPOUNDING OF LARGE VOLUMES OF WATER BEHIND THEM, SEDIMENT BARRIERS SHALL BE REPLACED WITH A TEMPORARY CHECK DAM. SHOULD THE FABRIC ON A SILT FENCE OR FILTER BARRIER DECOMPOSE OR BECOME INEFFECTIVE PRIOR TO THE END OF THE EXPECTED USABLE LIFE AND THE BARRIER IS STILL NECESSARY, THE FABRIC SHALL BE REPLACED PROMPTLY. SEDIMENT DEPOSITS SHOULD BE REMOVED WHEN DEPOSITS REACH APPROXIMATELY ONE-HALF THE HEIGHT OF THE BARRIER. FILTER BERMS SHOULD BE RESHAPED AS NEEDED. ANY SEDIMENT DEPOSITS REMAINING IN PLACE AFTER THE SILT FENCE OR FILTER BARRIER IS NO LONGER REQUIRED SHOULD BE DRESSED TO CONFORM TO THE EXISTING GRADE, PREPARED AND SEEDED.

5.2 STABILIZED STONE CONSTRUCTION ENTRANCES

THE EXIT SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY. WHEN THE CONTROL PAD BECOMES INEFFECTIVE, THE STONE SHALL BE REMOVED ALONG WITH THE COLLECTED SOIL MATERIAL AND REDISTRIBUTED ON SITE IN A STABLE MANNER. THE ENTRANCE SHOULD THEN BE RECONSTRUCTED. THE CONTRACTOR SHALL SWEEP OR WASH PAVEMENT AT EXITS, WHICH HAVE EXPERIENCED MUD-TRACKING ON TO THE PAVEMENT OR TRAVELED WAY. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH AGGREGATE, WHICH DRAINS INTO AN APPROVED SEDIMENT TRAPPING DEVICE. ALL SEDIMENT SHALL BE PREVENTED FROM ENTERING STORM DRAINS, DITCHES, OR WATERWAYS.

5.3 MULCHED AREAS

ALL MULCHES MUST BE INSPECTED PERIODICALLY, IN PARTICULAR AFTER RAINSTORMS, TO CHECK FOR RILL EROSION. IF LESS THAN 90% OF THE SOIL SURFACE IS COVERED BY MULCH, ADDITIONAL MULCH SHALL BE IMMEDIATELY APPLIED. NETS MUST BE INSPECTED AFTER RAIN EVENTS FOR DISLOCATION OR FAILURE. IF WASHOUTS OR BREAKAGE OCCUR, RE-INSTALL THE NETS AS NECESSARY AFTER REPAIRING DAMAGE TO THE SLOPE, WHERE MULCH IS USED IN CONJUNCTION WITH ORNAMENTAL PLANTINGS, INSPECT PERIODICALLY THROUGHOUT THE YEAR TO DETERMINE IF MULCH IS MAINTAINING COVERAGE OF THE SOIL SURFACE. REPAIR AS NEEDED.

5.4 DUST CONTROL

WHEN TEMPORARY DUST CONTROL MEASURES ARE USED, REPETITIVE TREATMENT SHALL BE APPLIED AS NEEDED TO ACCOMPLISH CONTROL.

5.5 STORMWATER APPURTENANCES

ALL UNDERDRAINS, STORM DRAINS, AND CATCH BASINS NEED TO BE OPERATING EFFECTIVELY AND FREE OF DEBRIS.

5.6 EROSION AND SEDIMENTATION CONTROL INSPECTIONS

ACORN ENGINEERING HAS PERSONNEL QUALIFIED TO CONDUCT EROSION AND SEDIMENTATION CONTROL INSPECTIONS. FOR FURTHER INFORMATION CONTACT:

CONTACT: WILL SAVAGE, PE
TELEPHONE: (207) 775-2655

QUALIFICATIONS:

- MAINE PROFESSIONAL ENGINEERING LICENSE #11419
- MAINE DEP - CERTIFIED IN MAINTENANCE & INSPECTION OF STORMWATER BMP'S CERT #14
- CERTIFIED EROSION, SEDIMENT AND STORM WATER INSPECTOR (CESSWI) CERT #0293
- CERTIFIED PROFESSIONAL IN EROSION AND SEDIMENT CONTROL (CPESC) CERT. #4620

THE CONTRACTOR HAS SOLE RESPONSIBILITY FOR COMPLYING WITH THE EROSION AND SEDIMENTATION REPORT/PLAN, INCLUDING CONTROL OF FUGITIVE DUST. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY MONETARY PENALTIES RESULTING FROM FAILURE TO COMPLY WITH THESE STANDARDS.

6.0 IMPLEMENTATION SCHEDULE

THE FOLLOWING IMPLEMENTATION SEQUENCE IS INTENDED TO MAXIMIZE THE EFFECTIVENESS OF THE ABOVE DESCRIBED EROSION CONTROL MEASURES. CONTRACTORS SHOULD AVOID OVEREXPOSING DISTURBED AREAS AND LIMIT THE AMOUNT OF STABILIZATION AREA.

- INSTALL A STABILIZED CONSTRUCTION ENTRANCE IN ALL LOCATIONS WHERE CONSTRUCTION TRAFFIC WILL ENTER AND EXIT THE SITE.
- INSTALL PERIMETER SILT FENCE OR EROSION CONTROL BERM.
- INSTALL ALL OTHER EROSION CONTROL DEVICES AS NECESSARY THROUGHOUT THE REMAINDER OF THIS SCHEDULE.
- COMMENCE INSTALLATION OF DRAINAGE INFRASTRUCTURE.
- PRIORITIZE THE DOWNHILL SIDE TO CONTAIN RUNOFF WITHIN THE SITE WHILE PROVIDING AN ENGINEERED OUTLET WITH SILTATION BARRIER TO THE MUNICIPAL STORMWATER SYSTEM WITHIN ST. JOHN STREET.
- COMMENCE EARTHWORK OPERATIONS, WALL AND FOUNDATION INSTALLATION.
- COMMENCE INSTALLATION OF UTILITIES.
- CONTINUE EARTHWORK AND GRADING TO SUBGRADE AS NECESSARY FOR CONSTRUCTION.
- COMPLETE INSTALLATION OF DRAINAGE INFRASTRUCTURE, AS WELL AS OTHER UTILITY WORK.
- COMPLETE REMAINING EARTHWORK OPERATIONS.
- INSTALL SUB-BASE AND BASE GRAVELS IN PAVED AREAS.
- INSTALL PAVING, CURBING AND BRICKWORK.
- LOAM, LIME, FERTILIZE, SEED AND MULCH DISTURBED AREAS AND COMPLETE ALL LANDSCAPING.
- ONCE THE SITE IS STABILIZED, 90% CATCH OF GRASS HAS BEEN OBTAINED, OR MULCHING OF LANDSCAPE AREAS IS COMPLETE REMOVE ALL TEMPORARY EROSION CONTROL MEASURES.
- TOUCH UP AREAS WITHOUT A VIGOROUS CATCH OF GRASS WITH LOAM AND SEED.
- COMPLETE SITE SIGNAGE AND STRIPING.
- EXECUTE PROPER MAINTENANCE OF ALL TEMPORARY AND PERMANENT EROSION CONTROL MEASURES THROUGHOUT THE PROJECT.

THE ABOVE IMPLEMENTATION SEQUENCE SHOULD BE GENERALLY FOLLOWED BY THE SITE CONTRACTOR. HOWEVER, THE CONTRACTOR MAY CONSTRUCT SEVERAL ITEMS SIMULTANEOUSLY. THE CONTRACTOR SHALL SUBMIT TO THE OWNER A SCHEDULE OF THE COMPLETION OF THE WORK. IF THE CONTRACTOR IS TO COMMENCE THE CONSTRUCTION OF MORE THAN ONE ITEM ABOVE, THEY SHALL LIMIT THE AMOUNT OF EXPOSED AREAS TO THOSE AREAS IN WHICH WORK IS EXPECTED TO BE UNDERTAKEN DURING THE FOLLOWING 30 DAYS.

THE CONTRACTOR SHALL RE-VEGETATE DISTURBED AREAS AS RAPIDLY AS POSSIBLE. ALL AREAS SHALL BE PERMANENTLY STABILIZED WITHIN 7 DAYS OF FINAL GRADING OR BEFORE A STORM EVENT. THE CONTRACTOR SHALL INCORPORATE PLANNED INLETS AND DRAINAGE SYSTEMS AS EARLY AS POSSIBLE INTO THE CONSTRUCTION PHASE.

7.0 SEEDING PLAN

7.1 SITE PREPARATION

THE SEEDED AREAS SHALL BE FEASIBLY GRADED OUT TO PROVIDE THE USE OF EQUIPMENT FOR SEEDED PREPARATION, SEEDING, MULCH APPLICATION, AND MULCH ANCHORING. IF NECESSARY, THE SITE MAY REQUIRE ADDITIONAL TEMPORARY EROSION CONTROL MEASURES OUTLINED IN THE EROSION CONTROL REPORT.

7.2 SEEDBED PREPARATION

FERTILIZER SHALL BE APPLIED TO THE SITE AT A RATE OF 13.8 POUNDS PER 1,000 SQUARE FEET. THE COMPOSITION OF THE FERTILIZER SHALL BE 10-10-10 (N-P205-K20) OR EQUIVALENT.

LIMESTONE SHALL BE APPLIED TO THE SITE AT A RATE OF 13.8 POUNDS PER 1,000 SQUARE FEET.

7.3 SEEDING

THE COMPOSITION AND AMOUNT OF TEMPORARY SEED APPLIED TO A SITE SHALL BE DETERMINED BY THE FOLLOWING TABLE:

TEMPORARY SEED APPLICATION RATES			
SEED	LBS / ACRE	RECOMMENDED SEEDING DATES	
WINTER RYE	2.57	8/15 TO 10/1	
OATS	1.84	4/1 TO 7/1 8/15 TO 9/15	
ANNUAL RYGRASS	0.92	4/1 TO 7/1	
SUDANGRASS	0.92	5/15 TO 8/15	
PERENNIAL	0.92	8/15 TO 9/15	
TOTAL	7.17 LBS/ACRE		

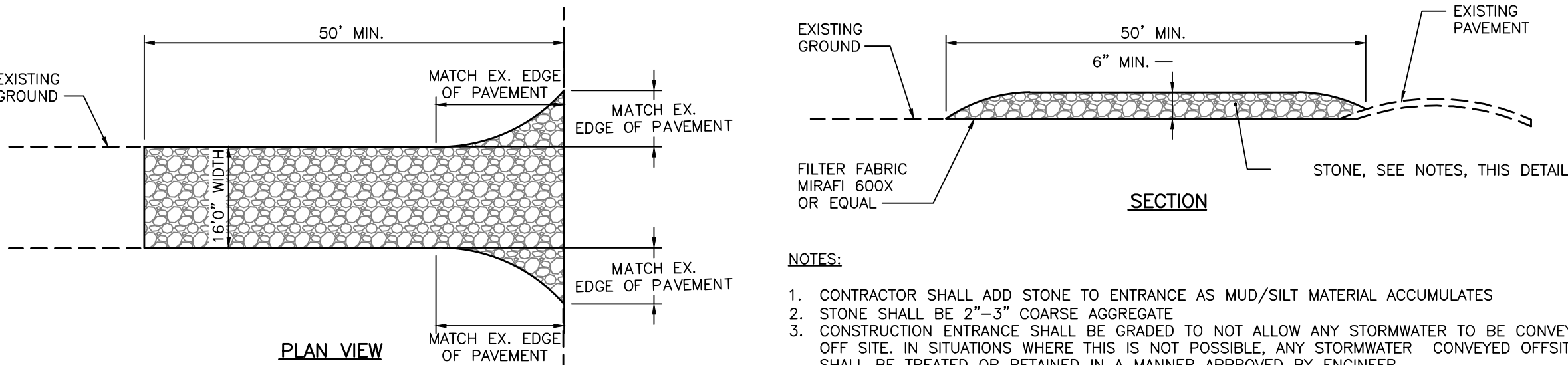
PERMANENT SEED APPLICATION RATES		
SEED	LBS / ACRE	
KENTUCKY BLUEGRASS	20.00	
CREeping RED FESCUE	20.00	
PERENNIAL RYGRASS	4.80	
TOTAL	44.8 LBS/ACRE	

7.4 MULCHING

MULCH SHALL BE HARDWOOD AND APPLIED AT A RATE OF 70 LBS - 90 LBS PER 1,000 SQUARE FEET. THE MULCH SHALL BE INSTALLED AT A MINIMUM DEPTH OF 4 INCHES. THE SEEDED AREA SHALL BE MULCHED IMMEDIATELY AFTER SEED IS APPLIED. MULCHING DURING THE WINTER SEASON SHALL BE DOUBLE THE NORMAL AMOUNT. REFER TO DETAIL FOR MORE INFORMATION.

8.0 CONCLUSION

THE ABOVE EROSION CONTROL NARRATIVE IS INTENDED TO MINIMIZE THE DEVELOPMENT IMPACT BY IMPLEMENTING TEMPORARY AND PERMANENT EROSION CONTROL MEASURES. THE CONTRACTOR SHALL ALSO REFER TO THE MAINE EROSION AND SEDIMENT CONTROL BMP MANUAL FOR ADDITIONAL INFORMATION.



NOTES:

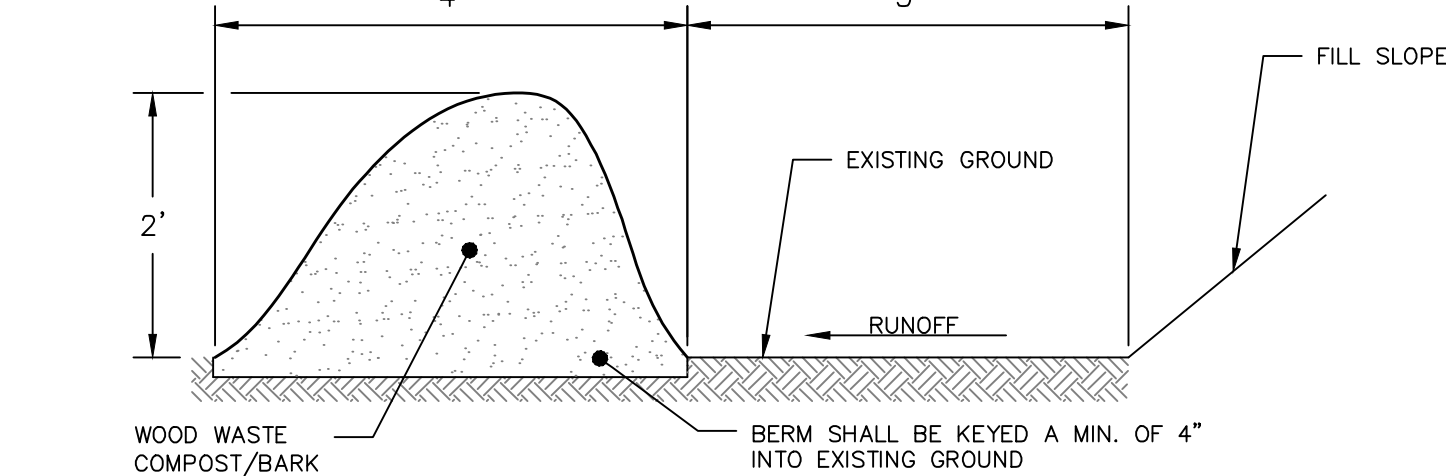
- CONTRACTOR SHALL ADD STONE TO ENTRANCE AS MUD/SILT MATERIAL ACCUMULATES
- STONE SHALL BE 2"-3" COARSE AGGREGATE
- CONSTRUCTION ENTRANCE SHALL BE GRADED TO NOT ALLOW ANY STORMWATER TO BE CONVEYED OFF SITE. IN SITUATIONS WHERE THIS IS NOT POSSIBLE, ANY STORMWATER CONVEYED OFFSITE SHALL BE TREATED OR RETAINED IN A MANNER APPROVED BY ENGINEER.
- WHEN NECESSARY, ON-SITE VEHICLES SHALL HAVE THEIR WHEELS CLEANED PRIOR TO LEAVING SITE.
- CONSTRUCTION ENTRANCE SHALL BE GRADED IN A MANNER THAT PREVENTS TRACKING OF SEDIMENTS ONTO PUBLIC RIGHT-OF-WAY

STABILIZED CONSTRUCTION ENTRANCE

NOT TO SCALE

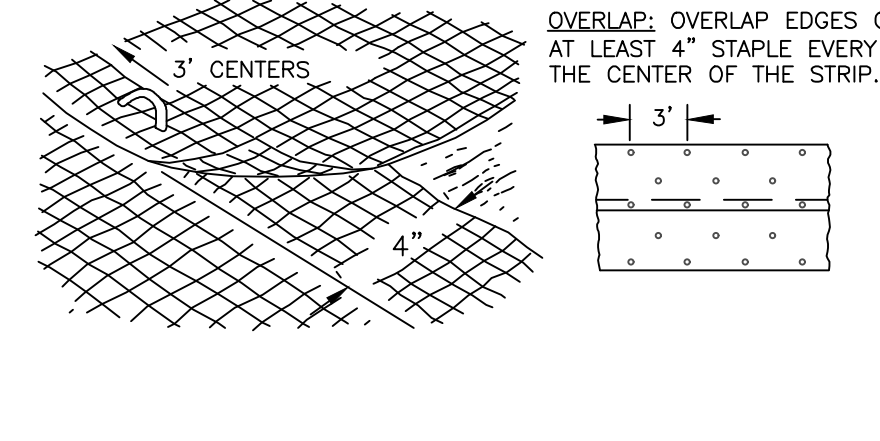
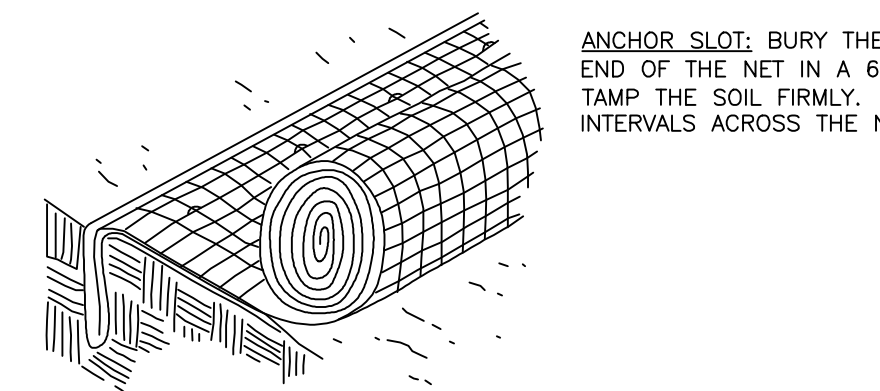
NOTES:

- THE EROSION CONTROL MIX SHALL CONFORM TO THE FOLLOWING STANDARDS AND IN ACCORDANCE WITH THE MAINE DOT CHAPTER 700, SECTION 717.04(D):
 - pH BETWEEN 5.0 - 8.0
 - PARTICLE SIZE (BY WEIGHT):
 - 100% PASSING A 150 MM (6 IN) SCREEN
 - 75 TO 85% PASSING A 19 MM (0.75 IN) SCREEN
 - SOLUBLE SALTS CONTENT < 4.0 MG/OS/CM
 - ORGANIC MATTER 20 TO 100% , DRY WEIGHT BASIS
- THE BERM SHOULD BE PLACED, UNCOMPACTED, ALONG A RELATIVELY LEVEL CONTOUR. WHEN NECESSARY THE BERM MAY BE PLACED PERPENDICULAR TO THE SLOPE ALONG THE PROPERTY LINE TO CONTAIN THE SEDIMENT PROVIDED A BERM IS LOCATED AT THE BASE OF THE SLOPE.
- THE BERM MAY BE USED IN LIEU OF SILTATION FENCE, AT THE TOE OF SHALLOW SLOPES, ON FROZEN GROUND, LEDGE OUT CROPS, VERY ROOTED FORESTED AREA OR AT THE EDGE OF GRAVEL PARKING AREAS.
- BERMS SHALL REMAIN IN PLACE UNTIL UPSTREAM AREA IS STABILIZED OR 90% CATCH OF VEGETATION IS ATTAINED. BERMS SHALL BE REMOVED OFFSITE OR BY SPREADING SUCH THAT NATIVE EARTH CAN BE SEEN BELOW.



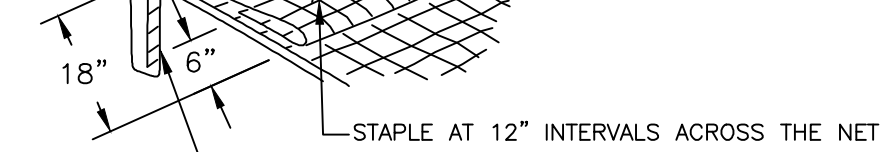
EROSION CONTROL MIX BERM DETAIL

NOT TO SCALE



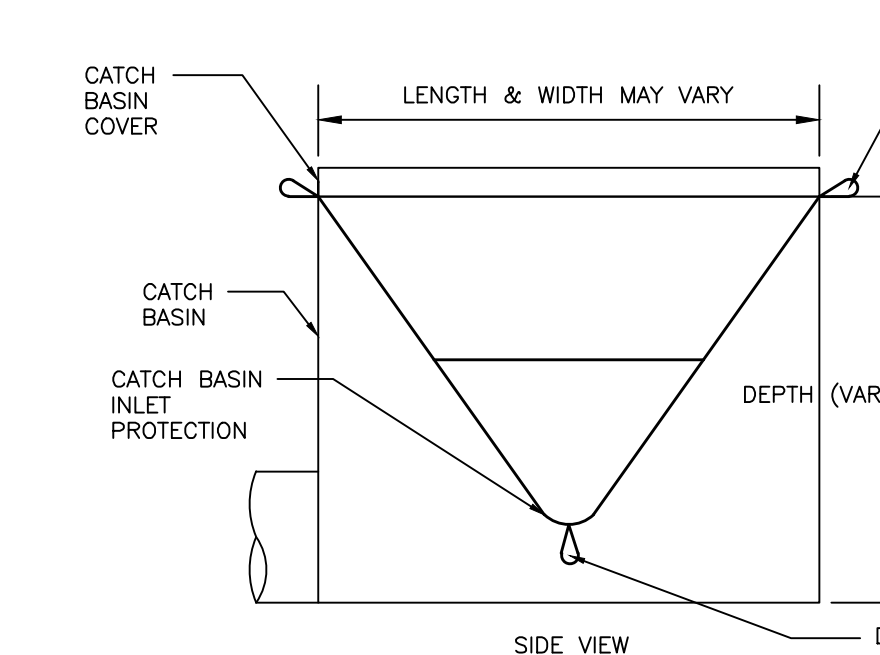
EROSION CONTROL BLANKET DETAIL

NOT TO SCALE



EROSION CONTROL BLANKET DETAIL

NOT TO SCALE



CATCH BASIN INLET PROTECTION

NOT TO SCALE

PERMIT LEVEL
NOT ISSUED FOR
CONSTRUCTION

ISSUED FOR	BY
MAJOR SITE/SUB	SUL
COMMENT RESPONSE - 2	1/7/21
COMMENT RESPONSE - 3	3/4/22
COMMENT RESPONSE - 3	4/7/22

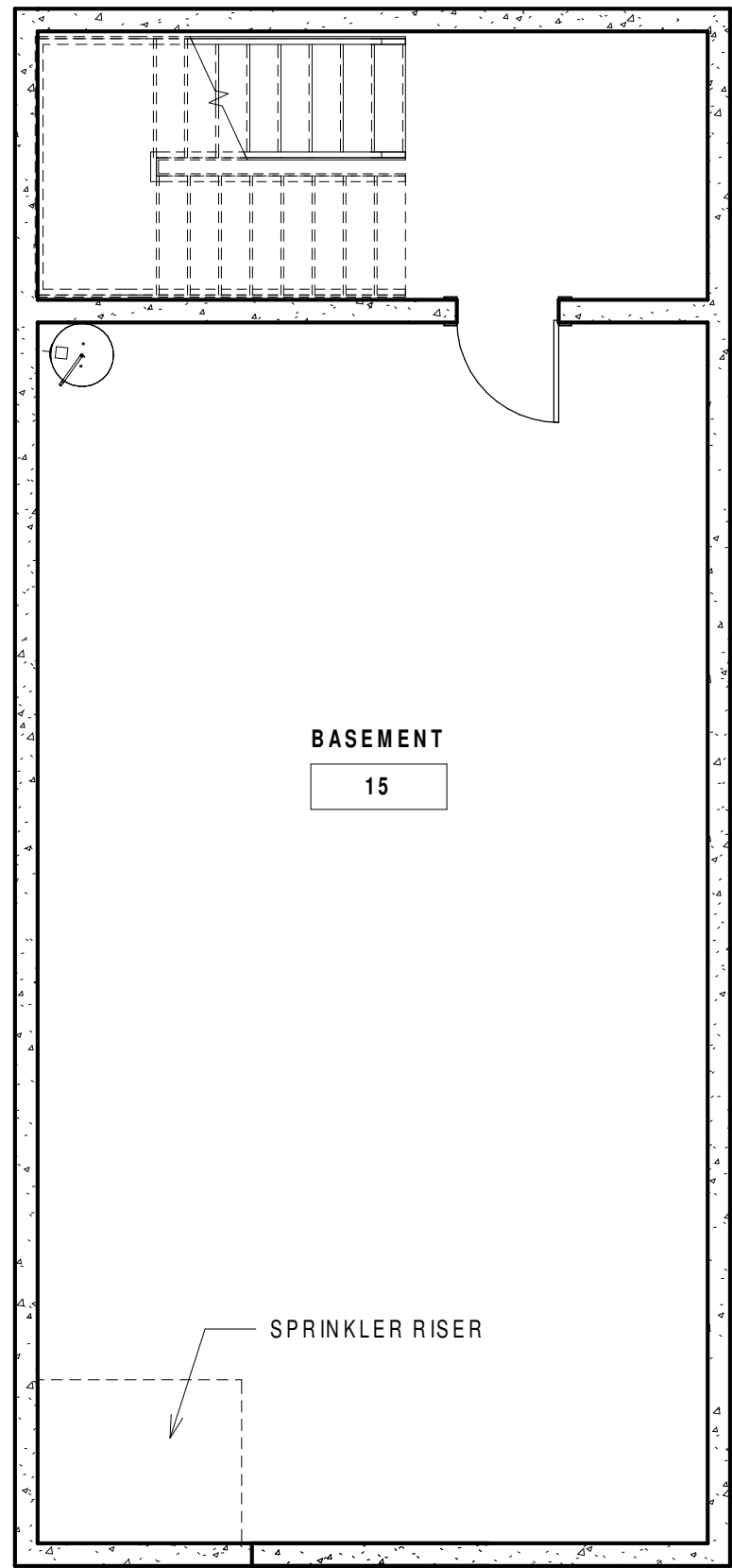
EROSION & SEDIMENTATION CONTROL NOTES & DETAILS	PROJECT NAME	CLIENT
392 ST. JOHN STREET REDEVELOPMENT	ALEX COUPE	PORTLAND, ME

ACORN ENGINEERING, INC.	ENGINEERING, INC.
PO BOX 3372, PORTLAND, MAINE 04104	(207) 775-2655

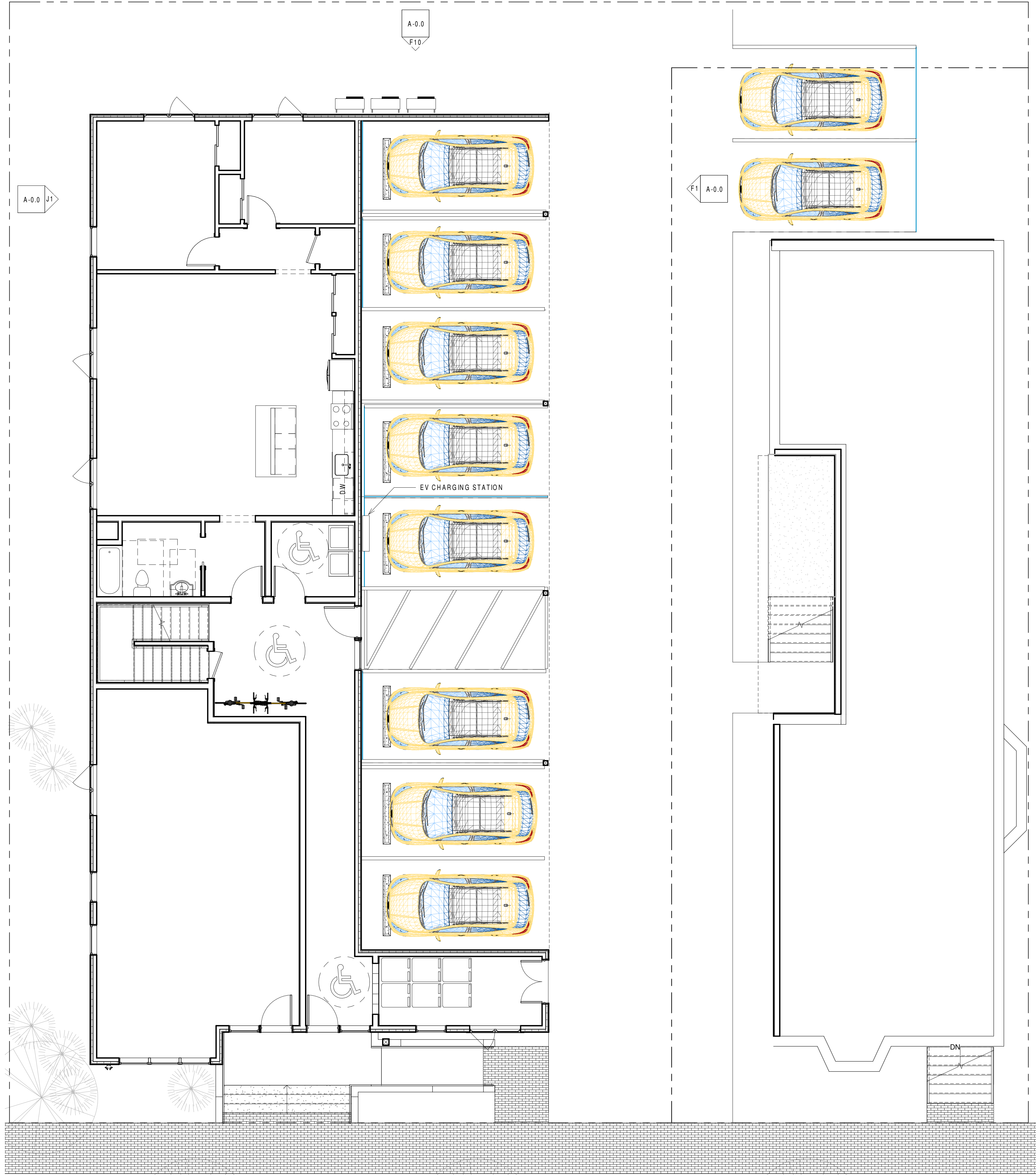
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JN:	1156
SCALE:	AS NOTED
DESIGNED BY:	SUL
DRAWN BY:	ZMS
CHECKED BY:	WHS



DRAWING NO.
C-47



J1 BASEMENT FLOOR PLAN
A-1.11 3/16" = 1'-0"



J6 FIRST FLOOR PLAN
A-1.11 3/16" = 1'-0"

392 St. John Street



DEXTROUS
CREATIVE

PORTLAND, ME 04102
TRACIE REED, ARCHITECT
NCARB, AIA, LEED AP BD+C
traciereed@dextrouscreative.com
207.409.0459 (cell)

PROJECT TEAM

No.	Description	Date

FIRST AND BASEMENT FLOOR PLANS

Project number 20-36_392 St. John Street

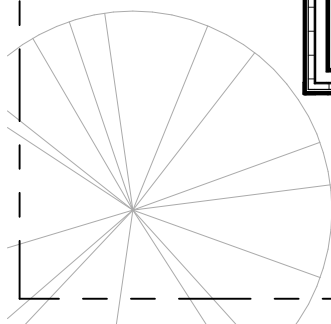
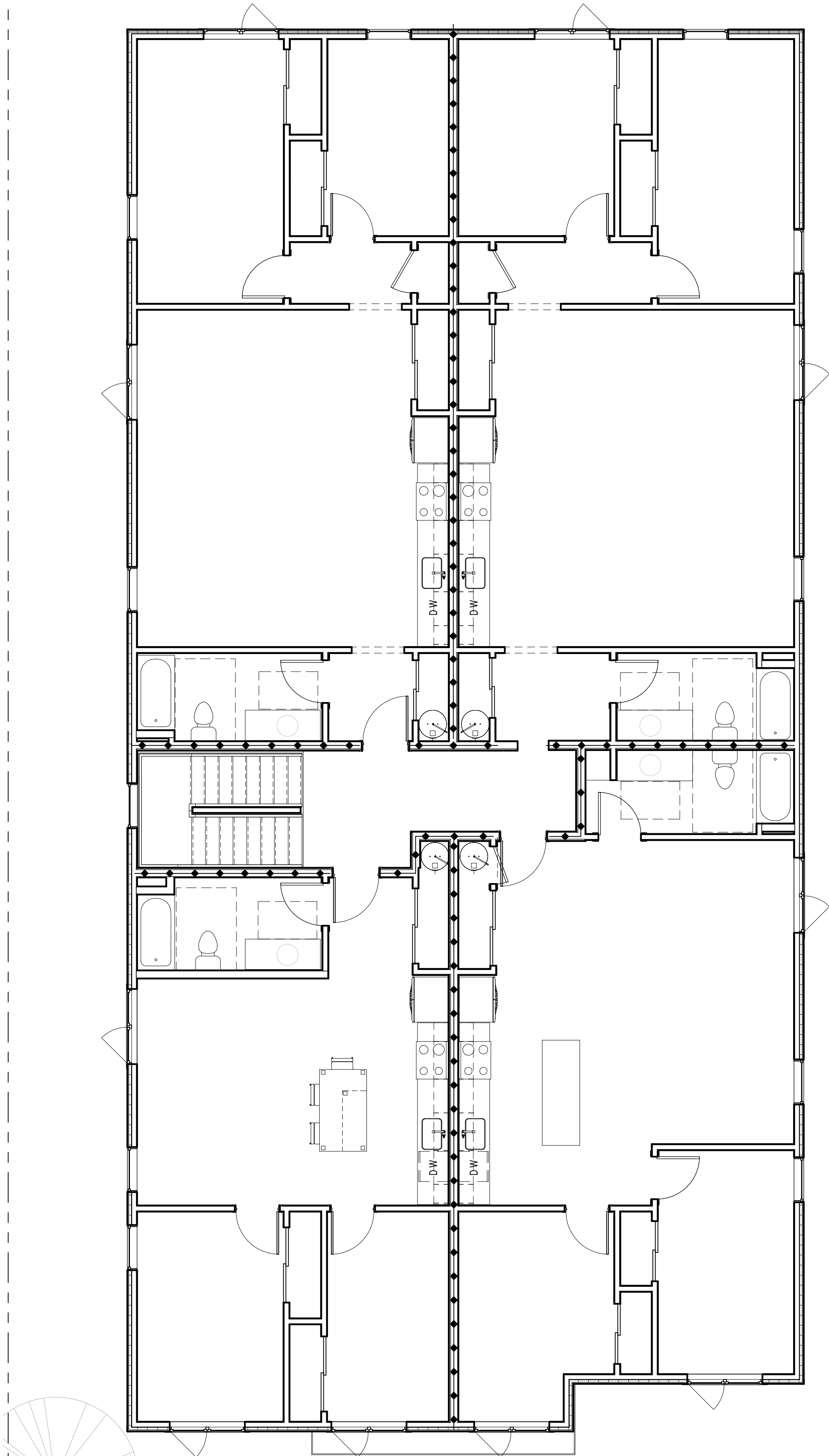
Date Issue Date

Drawn by TJR

Project Status PERMIT SET

A-1.11

Scale 3/16" = 1'-0"



392 St. John Street



DEXTROUS
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TRACIE REED, ARCHITECT
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207.409.0459 (cell)

PROJECT TEAM

No.	Description	Date

SECOND
AND THIRD
FLOOR
PLANS

Project number 20-36_392 St. John Street

Date Issue Date

Drawn by TJR

Project Status PERMIT SET

A-1.12

Scale 3/16" = 1'-0"



1 EAST ELEVATION VIEW
1/8" = 1'-0"



4 RAISED VIEW FROM BRIGHTON PERSPECTIVE
A-0.0



2 NORTH ELEVATION VIEW
1/8" = 1'-0"



5 WEST ELEVATION VIEW
1/8" = 1'-0"



3 SOUTH ELEVATION VIEW
1/8" = 1'-0"



6 STREET VIEW PERSPECTIVE
A-0.0

392 St. John Street



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207.409.0459 (cell)

PROJECT TEAM

No.	Description	Date

PLANNING VIEWS

Project number 20-36_392 St. John Street

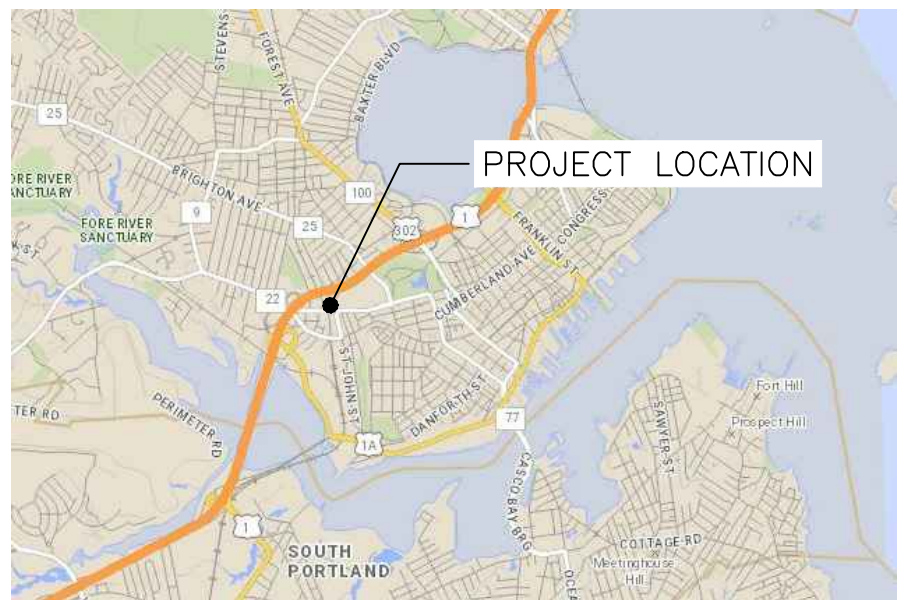
Date Issue Date

Drawn by Author

Project Status PERMIT SET

A-0.0

Scale 1/8" = 1'-0"



VICINITY MAP
NOT TO SCALE

SPACE AND BULK STANDARDS FOR 386 ST. JOHN STREET

RESIDENTIAL ZONING DISTRICT (R6)	REQUIRED	PROPOSED
MINIMUM LOT AREA	2,000 SF	7,366 SF
MAXIMUM LOT AREA PER DWELLING UNIT	7,366 SF / 725 SF = 10 UNITS	9 UNITS
STREET FRONTAGE	20 FT	64.91 FT
LOT WIDTH	20 FT	64.91 FT
FRONT SETBACK	4.16 FT (AVG. ABUTTERS)	5.84 FT
REAR SETBACK	10 FT	11.16 FT
SIDE SETBACK	5 FT	LEFT: 5.10 FT RIGHT: 14.93 FT
STRUCTURE HEIGHT	45 FT	33.58 FT
MAXIMUM LOT COVERAGE	60 %	56.1%
MINIMUM LANDSCAPED OPEN SPACE RATIO	20 %	20%

SPACE AND BULK STANDARDS FOR 392 ST. JOHN STREET

RESIDENTIAL ZONING DISTRICT (R6)	REQUIRED	EXISTING	PROPOSED
MINIMUM LOT AREA	2,000 SF	11,000 SF	3,634 SF
MAXIMUM LOT AREA PER DWELLING UNIT	3,634 SF / 725 SF = 5 UNITS	-	4 UNITS
STREET FRONTAGE	20 FT	100 FT	35.09 FT
LOT WIDTH	20 FT	100 FT	35.09 FT
FRONT SETBACK	5 FT	3.66 FT	3.66 FT
REAR SETBACK	10 FT	24.71 FT	18.44 FT
SIDE SETBACK	5 FT	RIGHT: -0.04 FT LEFT: 9.85 FT	-0.04 FT
STRUCTURE HEIGHT	45 FT	< 45'	< 45'
MAXIMUM LOT COVERAGE	60 %	16.5%	49.9%
MINIMUM LANDSCAPED OPEN SPACE RATIO	20 %	61.4%	20%

386 ST JOHN PARKING SUMMARY

REQUIRED RESIDENTIAL PARKING*	# PARKING SPACES
1 SPACE / DWELLING UNIT AFTER 3 UNITS & SUBTRACT 1 SPACE PER WORKFORCE UNIT = 5	
REQUIRED BUSINESS PARKING*	1 SPACE / 400 SF OF FLOOR AREA = 1 SPACE
STANDARD (9'x18')	7
ADA (8'x18')	1
TOTAL PROPOSED SPACES	8
BIKE PARKING (2 SPACES / 5 UNITS = 4 SPACES)	4
*LAND USE CODE TABLE 19-B: NO OFF-STREET PARKING SHALL BE REQUIRED WITHIN 1/4 MILE OF A FIXED TRANSIT SERVICE	

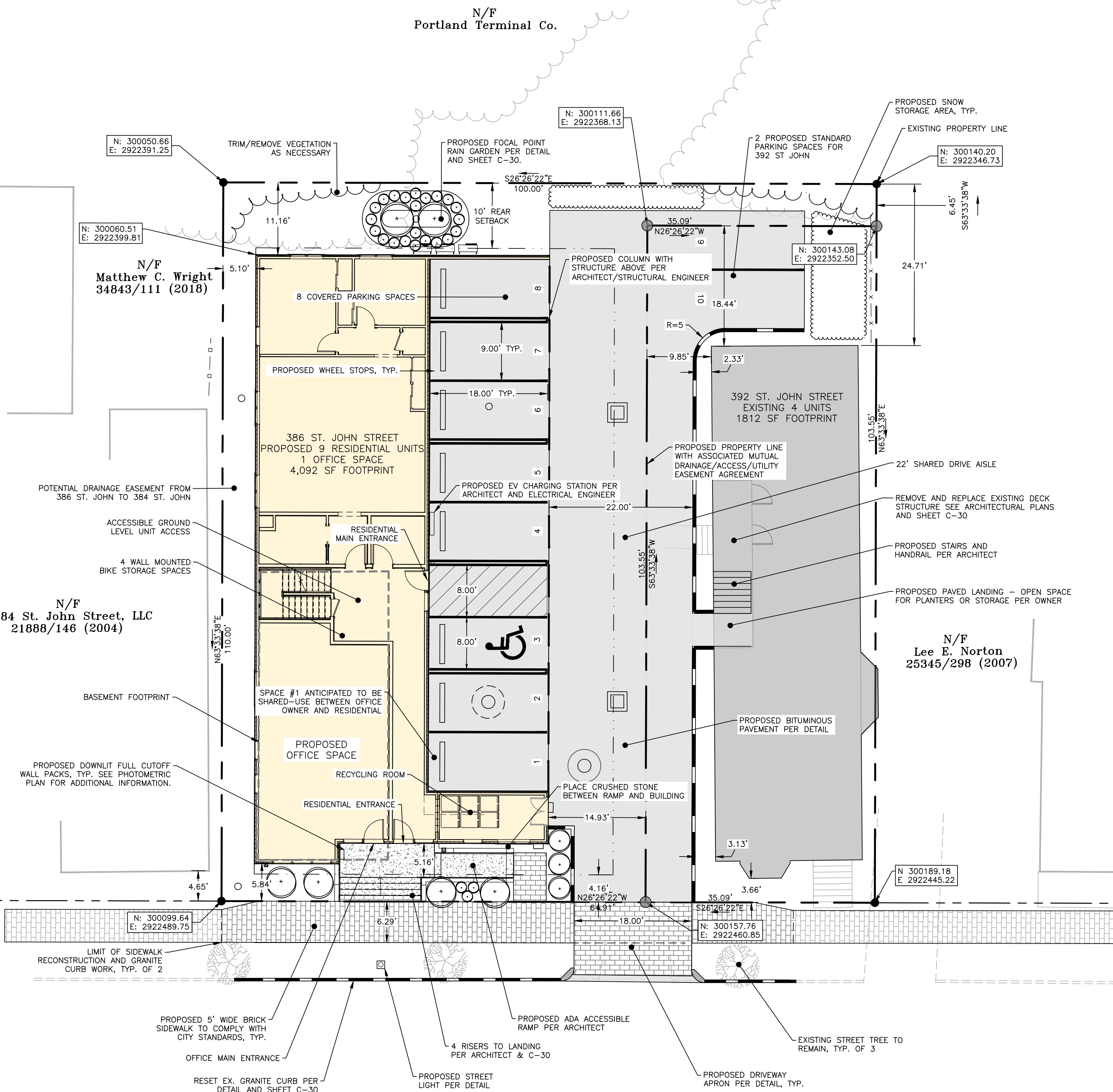
392 ST JOHN PARKING SUMMARY

REQUIRED*	# PARKING SPACES
1 SPACE / DWELLING UNIT AFTER 3 UNITS = 1	
STANDARD (9'x18')	2
TOTAL PROPOSED SPACES	2
*LAND USE CODE TABLE 19-B: NO OFF-STREET PARKING SHALL BE REQUIRED WITHIN 1/4 MILE OF A FIXED TRANSIT SERVICE	

UNIT TABULATION

UNIT NUMBER	SIZE (SF)*
BASEMENT	616
1	1,360
2	800
3	863
4	623
5	630
6	800
7	863
8	623
9	630
*UNIT AREA MEASURED FROM OUTSIDE OF EXTERIOR WALLS TO THE CENTER OF SHARED WALLS	

PROPERTY LINE	---
SETBACK	---
PROPOSED BUILDING	■
PROPOSED PAVEMENT	■
BRICK	■
SNOW STORAGE	☁
CURB	■
STRIPING	---
IRON ROD SET	●
IRON ROD TO BE SET	●



ST. JOHN STREET
PUBLIC - 60' R.O.W
(UNDER MORATORIUM UNTIL JUNE 7, 2022)

GENERAL NOTES:

- FOR INFORMATION REGARDING THE PROPOSED SITE, REFER TO THE SITE PLAN, C-10, MOST RECENT VERSION.
- FOR INFORMATION REGARDING PROPOSED UTILITIES, REFER TO THE UTILITY PLAN, SHEET C-20, MOST RECENT VERSION.
- FOR INFORMATION REGARDING PROPOSED GRADING AND STORMWATER, REFER TO THE GRADING & DRAINAGE PLAN, SHEET C-30, MOST RECENT VERSION.
- UNIT TABULATION PROVIDED BY DEXTROUS CREATIVE; REFER TO ARCHITECTURAL PLANS FOR FLOOR PLANS AND BUILDING HEIGHTS.
- TOTAL SITE AREA INCLUDES 0.22 ACRES (9,787 S.F.). R.O.W. WIDTH FOR ST. JOHN STREET IS 60 FEET PER PLAN OF PROPERTY SURVEY PREPARED BY STEPHEN MARTIN, DATED DECEMBER 30TH, 2020.
- PROPERTY PINS WERE SET BY PROFESSIONAL LAND SURVEYOR.
- AS OF 7/9/2021, THE SITE IS BOUNDED BY THE R-6 ZONE ON EAST, WEST, SOUTH, AND NORTH SIDES PER THE CITY OF PORTLAND GIS WEBSITE.
- PARCEL IS SHOWN ON THE CITY OF PORTLAND ASSESSOR'S MAP 66, BLOCK FF, LOT 4.
- PARCEL DOES NOT FALL IN A SPECIAL FLOOD HAZARD AREA PER FEMA FLOOD INSURANCE RATE MAP COMMUNITY-PANEL NUMBER 2300510014B, DATED 7/17/1986.
- THIS SHEET IS THE SUBDIVISION PLAT FOR THE CREATION OF UP TO TEN (10) DWELLING UNITS ON THE EXISTING SUBJECT PROPERTY.
- FOLLOWING COMPLETION OF CONSTRUCTION, THE OWNER SHALL BE RESPONSIBLE FOR THE MAINTENANCE AND MANAGEMENT OF DRIVEWAYS, SITE LIGHTING, TRASH REMOVAL AND SNOW REMOVAL.

SURVEY NOTES:

- THE BEARINGS SHOWN HEREON ARE BASED ON MAINE STATE PLANE COORDINATE SYSTEM WEST (ZONE 1902) US SURVEY FEET, AND ARE BASED ON GPS OBSERVATIONS. VERTICAL DATUM IS NORTH AMERICAN VERTICAL DATUM 1988 (NAVD88).
- DEED AND PLAN BOOK REFERENCES ARE TO THE CUMBERLAND COUNTY REGISTRY OF DEEDS.
 - PLAN REFERENCES:
 - MAINE STATE HIGHWAY COMMISSION RIGHT OF WAY MAP S.H.C. FILE NO. 3-185, SHEET 53 OF 73, DATED MAY 1967 RECORDED IN PLAN BOOK 112, PAGE 55.
 - BOUNDARY SURVEY 377 SAINT JOHN STREET, PORTLAND, MAINE MADE FOR DAVID & ALICE WILSON, DATED NOVEMBER 14, 2019 BY R.W. EATON ASSOC. RECORDED IN PLAN BOOK 219, PAGE 532.
 - ST. JOHN STREET RIGHT OF WAY PLANS ON FILE AT CITY OF PORTLAND ENGINEERING OFFICE.

EASEMENTS:

- THERE ARE NO EXISTING EASEMENTS AS IDENTIFIED BY THE SURVEY TITLED PLAN OF PROPERTY, PREPARED BY STEPHEN MARTIN DATED DECEMBER 30TH, 2020.

PROPOSED EASEMENTS:

- DRAINAGE / ACCESS / UTILITY EASEMENT TO 386 ST. JOHN STREET FROM 392 ST. JOHN STREET.
- DRAINAGE EASEMENT TO 384 ST. JOHN STREET FROM 386 ST. JOHN STREET.

WAIVERS & CONDITIONS OF APPROVAL:

TBD.

APPROVED: PORTLAND PLANNING BOARD

CHAIRPERSON:

DATE:

RECORDING INFORMATION
STATE OF MAINE, CUMBERLAND
COUNTY REGISTRY OF DEEDS

RECEIVED:

RECORDED IN:

ATTEST:

REGISTRAR

OWNER:

CONTACT: ALEX COUPE
ACRE PROPERTIES
27 CYPRESS STREET,
PORTLAND, ME 04103

CIVIL ENGINEER:

ACORN ENGINEERING, INC.
PORTLAND, MAINE
CONTACT: SAM LEBEL, P.E.
(207) 775-2655

SURVEYOR

STEPHEN J. MARTIN INC.
GORHAM, MAINE
CONTACT: STEPHEN J. MARTIN, PLS
(207) 653-3751

THIS SURVEY CONFORMS TO THE CURRENT STANDARDS OF PRACTICE SET FORTH BY THE MAINE STATE BOARD OF LICENSURE FOR LAND SURVEYORS.

STEPHEN J. MARTIN, MAINE P.L.S. #1262

DATE:



SCALE: 1" = 10'

ISSUED FOR	BY
MAJOR SITE/SUB	S.J.M.
COMMENT RESPONSE - J	S.J.M.
CURB UPDATE	S.J.M.

DRAWING NAME
SUBDIVISION PLAT - 386 ST. JOHN STREET, PORTLAND, ME 04101

PROJECT NAME
392 ST. JOHN STREET REDEVELOPMENT

CLIENT:
ALEX COUPE
PORTLAND, ME

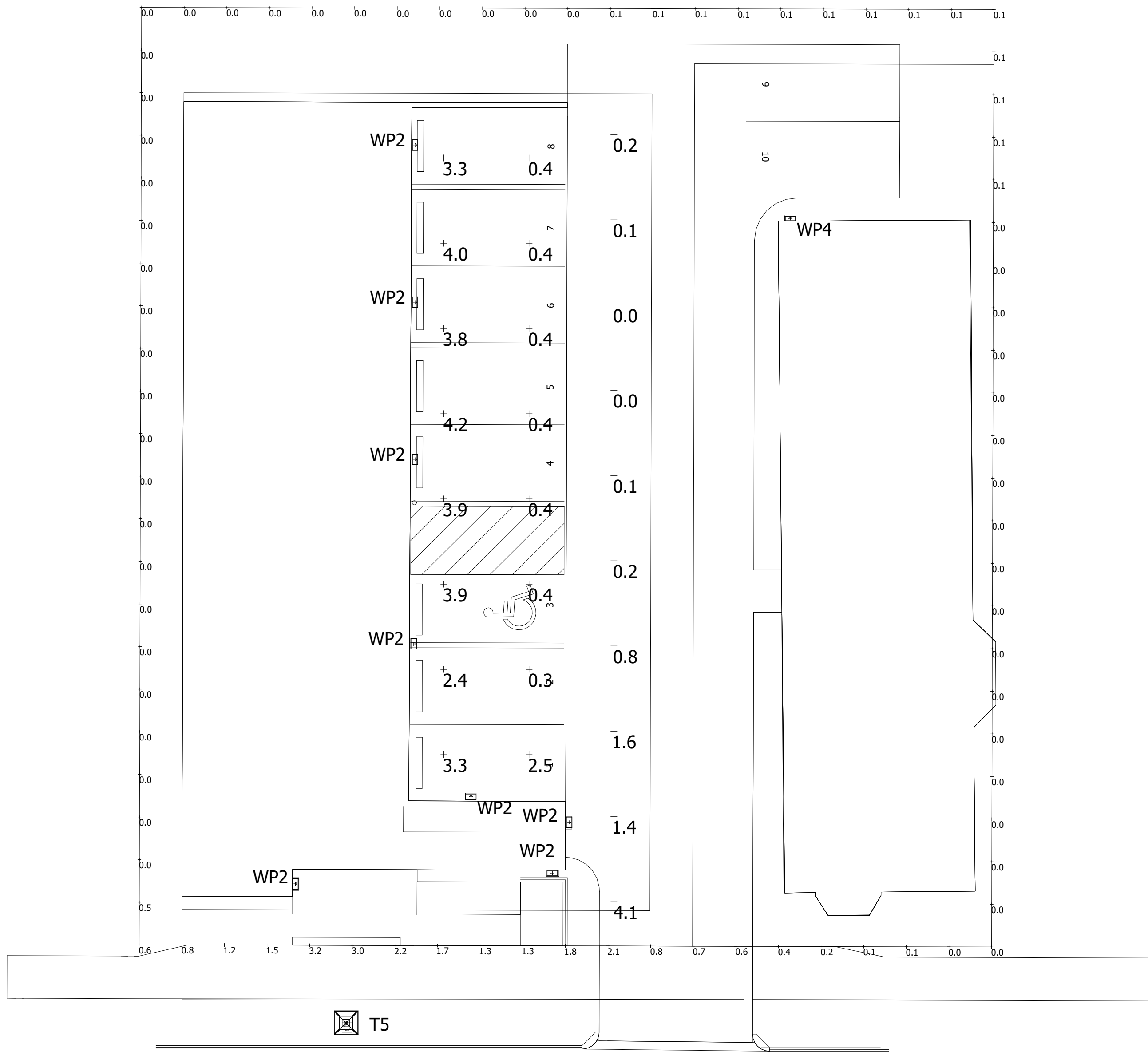
ACORN ENGINEERING, INC.
ENGINEERING, INC.
N
A
C
O
R
N
ENGINEERING, INC.
PO BOX 3372, PORTLAND MAINE 04104
(207) 775-2655
THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM ACORN ENGINEERING, INC. ANY ALTERATIONS, AUTHORIZED OR UNAUTHORIZED, SHALL BE THE RESPONSIBILITY OF THE USER WITHOUT LIABILITY TO ACORN ENGINEERING, INC.

FILE:	1156_CIVIL
JN:	1156
SCALE:	AS NOTED
DESIGNED BY:	SUL
DRAWN BY:	ZMS
CHECKED BY:	SUL



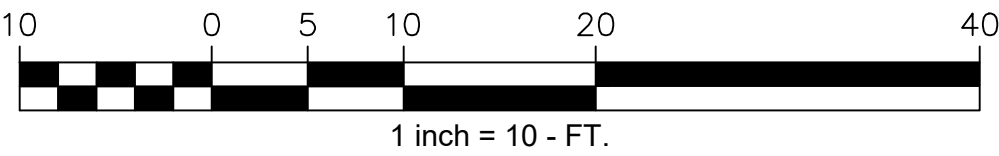
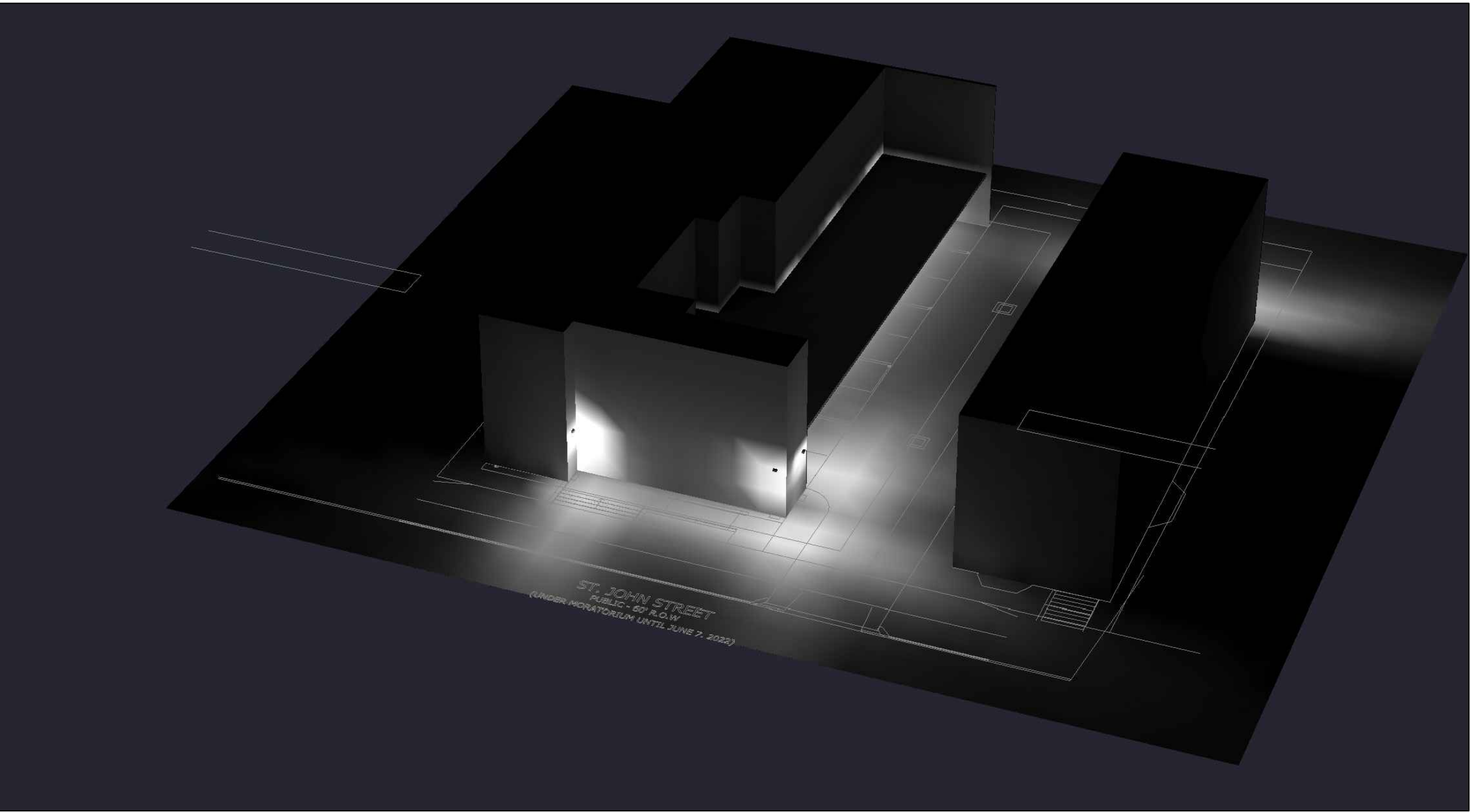
DRAWING NO.

PLAT



Luminaire Schedule							
Symbol	Qty	Label	Mounting Height	LLF	Lum. Lumens	Lum. Watts	Description
	1	T5	12 - 0" AFG	0.900	5120	55	TRA30-AC-24NB-55-3K-UNV-DIR5
	8	WP2	8 - 0" AFG	0.900	884	12	LNC-5LU-3K-2
	1	WP4	8 - 0" AFG	0.900	849	13	LNC-5LU-3K-4-X

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Drive Lane	Illuminance	Fc	0.85	4.1	0.0	N.A.	N.A.
Entrance Area	Illuminance	Fc	0.00	0.0	0.0	N.A.	N.A.
Overall Area	Illuminance	Fc	0.35	4.1	0.0	N.A.	N.A.
Parking Area	Illuminance	Fc	2.13	4.2	0.3	7.10	14.00
Property Line	Illuminance	Fc	0.30	3.2	0.0	N.A.	N.A.



1. THIS LIGHTING DESIGN IS BASED ON LIMITED INFORMATION SUPPLIED BY OTHERS TO HUBBELL LIGHTING. SITE DETAILS PROVIDED HEREON ARE REPRODUCED ONLY AS A VISUALIZATION AID. FIELD DEVIATIONS MAY SIGNIFICANTLY AFFECT PREDICTED PERFORMANCE. PRIOR TO INSTALLATION, CRITICAL SITE INFORMATION (POLE LOCATIONS, ORIENTATION, MOUNTING HEIGHT, ETC.) SHOULD BE COORDINATED WITH THE CONTRACTOR AND/OR SPECIFIER RESPONSIBLE FOR THE PROJECT.

2. LUMINAIRE DATA IS TESTED TO INDUSTRY STANDARDS UNDER LABORATORY CONDITIONS. OPERATING VOLTAGE AND NORMAL MANUFACTURING TOLERANCES OF LAMP, BALLAST, AND LUMINAIRE MAY AFFECT FIELD RESULTS.

3. CONFORMANCE TO FACILITY CODE AND OTHER LOCAL REQUIREMENTS IS THE RESPONSIBILITY OF THE OWNER AND/OR THE OWNER'S REPRESENTATIVE.

TITLE:

392 ST. JOHN STREET REDEVOPMENT
PORTLAND, ME
SITE PHOTOMETRIC PLAN

REVISED FROM DRAWING NUMBER(S):

R1: 02/22/22R2: 03/01/22R3: 03/02/22R4: 03/03/22

R5: 04/07/22



Hubbell Lighting, Inc.
701 MILLENNIUM BLVD.
GREENVILLE, SC 29607

DN BY:
DHK

REV BY:
DHK

QUOTE:
N/A

DATE:
01/18/22

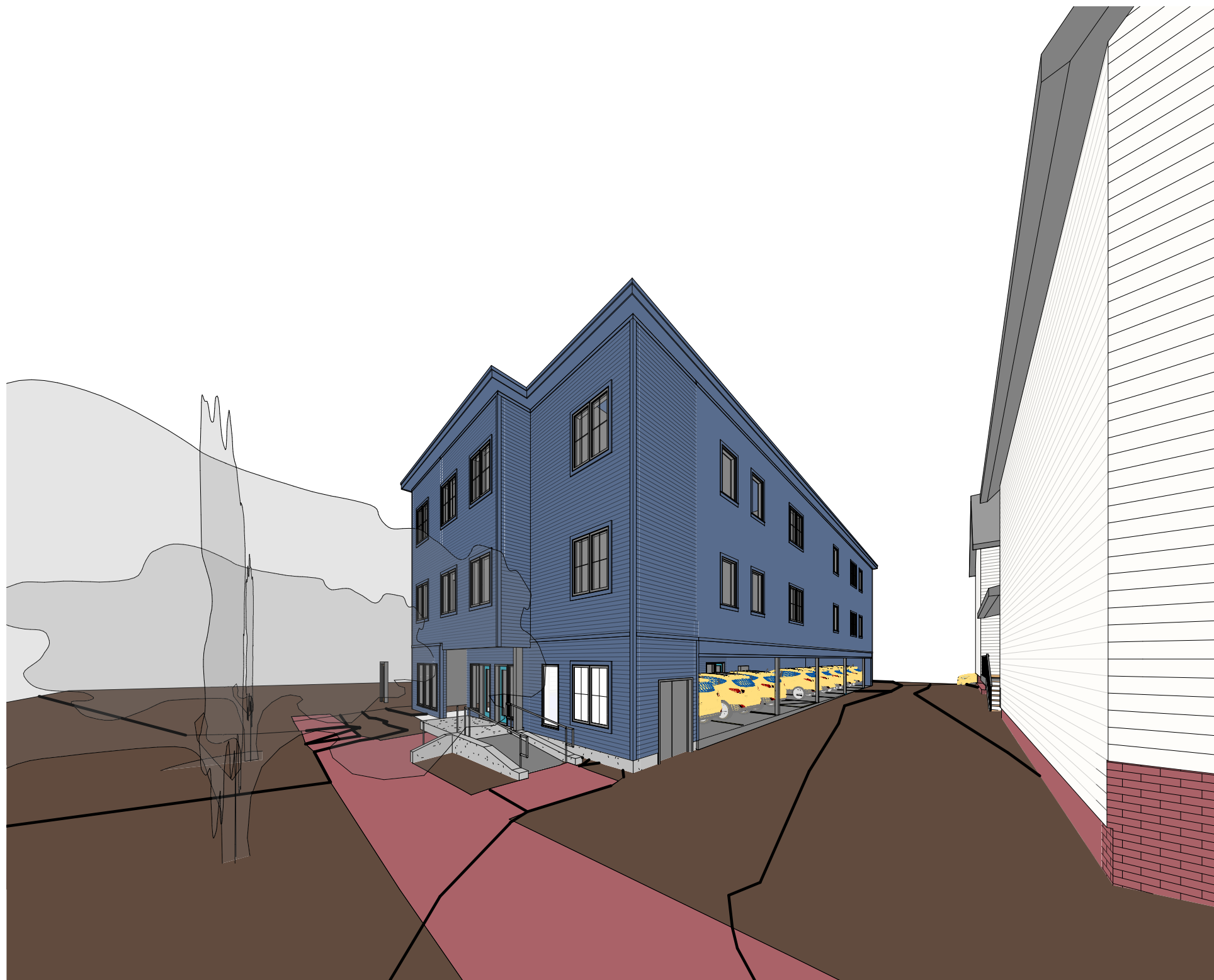
DATE:
04/07/22

DRAWING / DESIGN NO.:
2228957AR5

CHK BY:
N/A

SCALE:
AS NOTED

Page 311



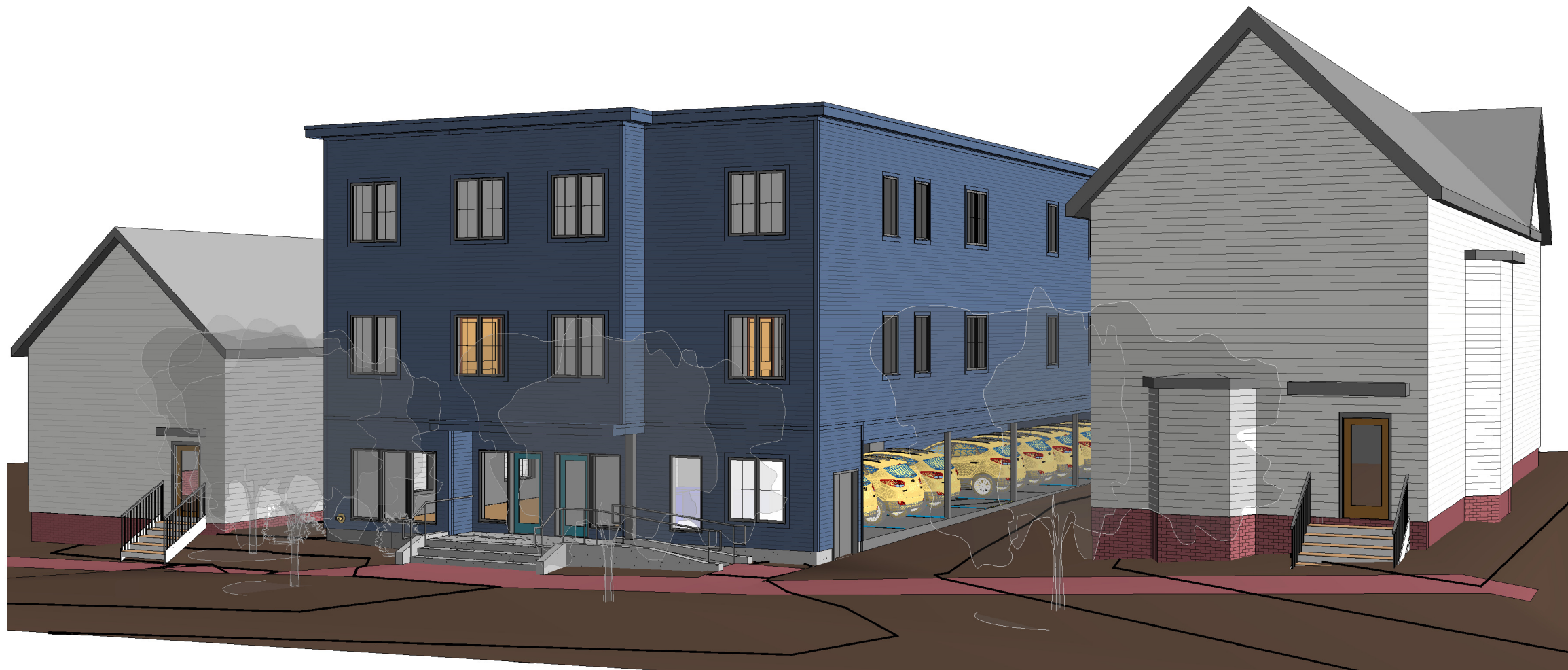
E1 DRIVEWAY VIEW
A-5.1



J1 RAISED VIEW TOWARDS PARK
A-5.1



C7 RAISED STREET VIEW
A-5.1



F7 RAISED VIEW FROM BRIGHTON
A-5.1



J7 STREET VIEW
A-5.1

392 St. John Street



DEXTROUS
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PROJECT TEAM

No.	Description	Date

EXTERIOR
PERSPECTIVES

Project number 20-36_392 St. John Street

Date Issue Date

Drawn by Author

Project Status PERMIT SET

A-5.1

Scale

Planning Board Report

Planning and Urban Development Department



Change of Use Residential & Commercial Development

54 York Street

Major Site Plan Review

PL-001838-2021

54 York, LLC, Applicant

Submitted to:	Portland Planning Board	Prepared By:	Sean King, Urban Designer
Public Hearing Date:	April 26, 2022	Date:	April 22, 2022

I. INTRODUCTION



Figure 1 – Site Aerial

54 York, LLC has submitted a Major Site Plan and Inclusionary Zoning Conditional Use application to convert an existing three-story building into a mixed-use development to include 14 residential units and two ground-floor commercial spaces with associated residential storage, common areas, and other amenities at 54 York Street. The applicant proposes to utilize existing interior square footage and preserve the exterior under Historic Preservation review. This application is being referred to the Planning Board for compliance with the City of Portland's Land Use Code Site Plan Standards, Section 14.6 and Inclusionary

Zoning Conditional Use Standards, Section 18.2.3.

The Planning and Urban Development Department mailed notices advertising this meeting to 202 property owners within 500 feet of the site. A legal advertisement ran in the April 15th and 16th, 2022 editions of the *Portland Press Herald*.

The Planning Board held a workshop for this project on March 8, 2022 (See Section VII for more information).

Applicant: Jim Hibbard of 54 York, LLC

Applicant Team: Will Savage and Pete Heil of Acorn Engineering, Patrick Booth & Josh Jacques of Caleb Johnson Studio, Owen Haskell of Owen Haskell Inc.

II. REQUIRED REVIEWS

<i>Review</i>	<i>Applicable Standards</i>
Site Plan	Section 14.6
Historic Preservation Review	Section 17.8
Inclusionary Zoning Conditional Use	Section 18.2.3

III. PROJECT DATA

Existing Zoning	B-5b Urban Commercial
Property Size	9,715 sf
Existing Use	Vacant (previously institutional use ‘Baxter Academy’)
Proposed Use	Mixed-Use (Residential Units & Commercial Spaces)

	<i>Existing</i>	<i>Proposed</i>	<i>Net Change</i>
Building Footprint	7,590 sf	7,590 sf	0
Building Floor Area	22,770 sf	22,770 sf	0
Impervious Surface Area	9,007 sf	9,356 sf	+349 sf
Parking Spaces	None	None	0
Bicycle Parking Spaces	9	17 (8 within interior room)	+8

IV. BACKGROUND

The subject building at 54 York Street is an existing brick structure that is listed as a contributing structure within the Waterfront (Old Port) Historic District. The building was built by George C. Littlefield and Albert M. Wilson in 1867 and later bought by C.J. McDonald in partnership with Rufus Deering and served as a wood sash and molding factory from 1888-1927. Later uses included general commercial, storage and the Baxter Academy.

V. EXISTING CONDITIONS AND SURROUNDING AREA

The property is currently occupied by an existing three-story building (Figures 2, 3, & 4) with frontage along York Street and Maple Street. The surrounding neighborhood contains a mix of uses and building types that range between one and five-stories and include hospitality, commercial / service, office, retail and residential uses. Hobsons Landing, a large-scale mixed-use development, which includes ground floor retail, the Aloft Hotel, and residential uses abuts 54 York Street to the east and south. The site is proximate to public transit with access to multiple METRO bus lines including METRO Route 8, 21, 24A, 24B, which run along York and High streets.



Figure 2 - Corner of York & Maple St



Figure 3- Maple St towards Commercial St



Figure 4 - Existing photo at Maple St towards York St

VI. PROPOSED DEVELOPMENT

The applicant has proposed a change of use for an existing three-story building into 14 residential units and two commercial spaces with associated residential storage, common areas, fitness room, bike room, and trash room. Per Inclusionary Zoning (IZ) Conditional Use requirements, the applicant has chosen to create four IZ units on-site at 80% AMI in compliance with the Inclusionary Zoning ordinance. The proposed multi-family component of the development includes 10 one-bedroom and 4 two-bedroom units that are all ADA accessible through shared corridors accessed from York Street and a new elevator to access all floor levels.

The proposed commercial spaces and secondary residential entrance are provided at the lower floor level of the building with access provided via an existing access easement. Residential tenants may access the first floor via a primary entrance along York Street. Associated residential storage, common areas, fitness room, bike room, trash room and building mechanical rooms can be accessed via a common corridor along with four exterior access doors.

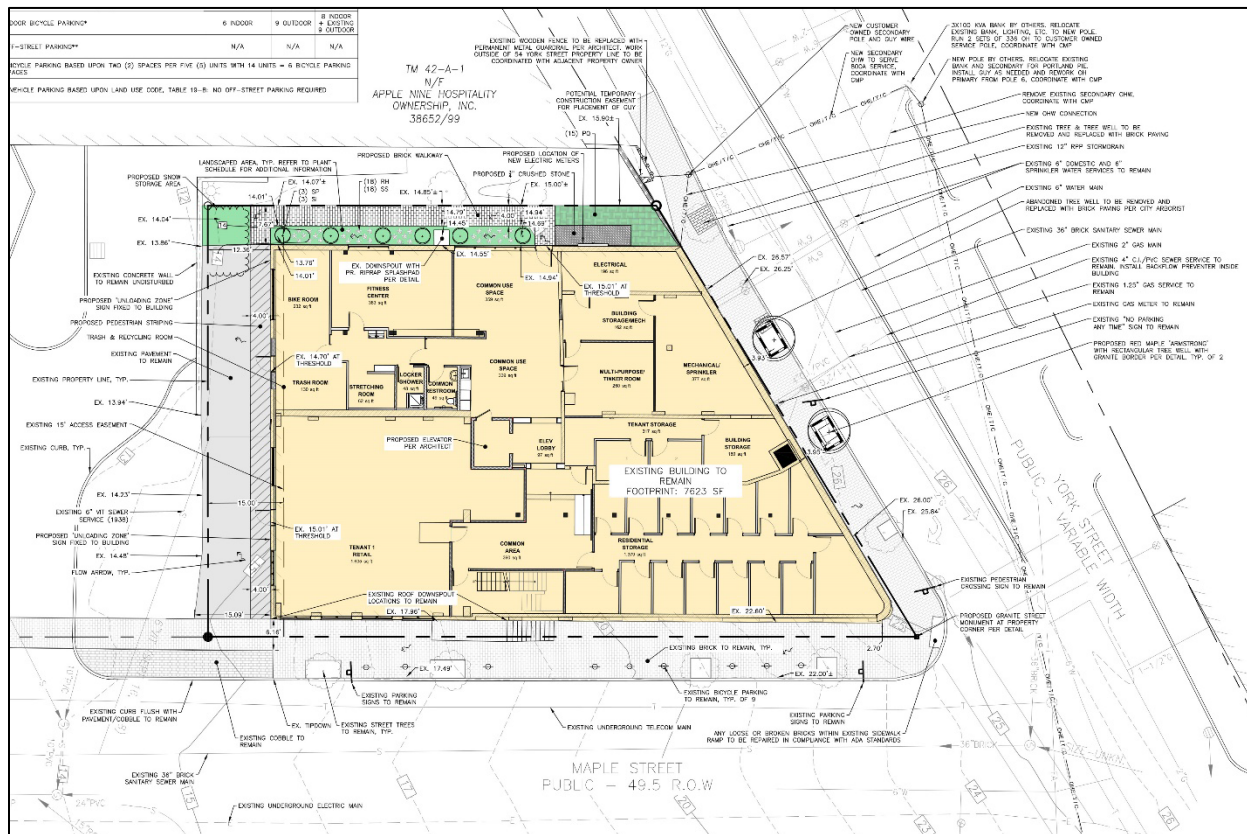


Figure 5 – Site & Utility Plan

VII. PREVIOUS WORKSHOP – March 8, 2022

The project was introduced to the Planning Board by the applicant and staff at a workshop held on March 8, 2022. The Board provided initial feedback about the site plan, street trees and safety barrier along York Street, which is as follows:

- Site plan – Current use of building confirmed as vacant, last previous use was Baxter Academy. Passageway identified as an existing 15 foot access easement at Maple Street, no proposed changes. A clarification regarding the proposed retail space entry along existing 15 foot access easement for proposed pedestrian striping, lighting, wayfinding and access.
- Street trees – Concerns regarding the replacement of trees within the existing tree well locations and the survivability of new trees.
- Accessibility – Proposed elevator will provide accessibility for all levels of the building.
- National Parks Service Tax Credits for historic structures – HP Board acknowledges that the existing chimney is a contributing feature for the character of the existing building. For historic tax credits, applicant is proceeding with QRE (Qualified Rehabilitation Expenses) for a list of exterior and interior items. Additions beyond the existing envelope would not be allowed to receive tax credits.
- Safety barrier – The Board recommended a permanent solution for the wooden guardrail along York Street.

VIII. RIGHT, TITLE, & INTEREST

The owner of the property is 54 York, LLC. The applicant has provided copy of Quitclaim deed with Covenant dated June 15, 2018 that was recorded in the Cumberland County Registry of Deeds in Book 34935, Page 196 to demonstrate their right, title and interest in the property at 54 York Street (Attachment C).

IX. FINANCIAL & TECHNICAL CAPACITY

The applicant has submitted a Statement of Financial Capacity letter from their financial institution to demonstrate their financial capacity (Attachment G).

The applicant team for 54 York, LLC consist of Christopher Dimillo, Principal, and Jay Hibbard, Director of Development, along with other key representatives that include Peter Chavonelle Jr., President of Masonry Preservation Associates, Robert Jacobs, Jacobs Glass Inc., Scott Hanson, MacRostie Historic Advisors, Acorn Engineering & Caleb Johnson Studio. The applicant has submitted a Statement of Technical Capacity to demonstrate their professional background in development expertise, consulting services, and relevant experience to complete the proposed change of use development (Attachment H)

X. ZONING ANALYSIS

The subject property is located in the B-5b Urban Commercial zone. Per Article 6 of City's Land Use Code, the proposed change of use to multi-family dwelling units is permitted in the B-5b zone. Regarding the proposed commercial spaces, Table 6-C permits a broad range of commercial / service uses including general office (<5,000sf), general service (<5,000sf), restaurants, retail (<5,000sf), theaters and performance halls.

The following Table 7-E is provided to show the dimensional requirement standards for the B-5b mixed-use zone (Land Use Code Sec. 7.3) which are met by the proposal.

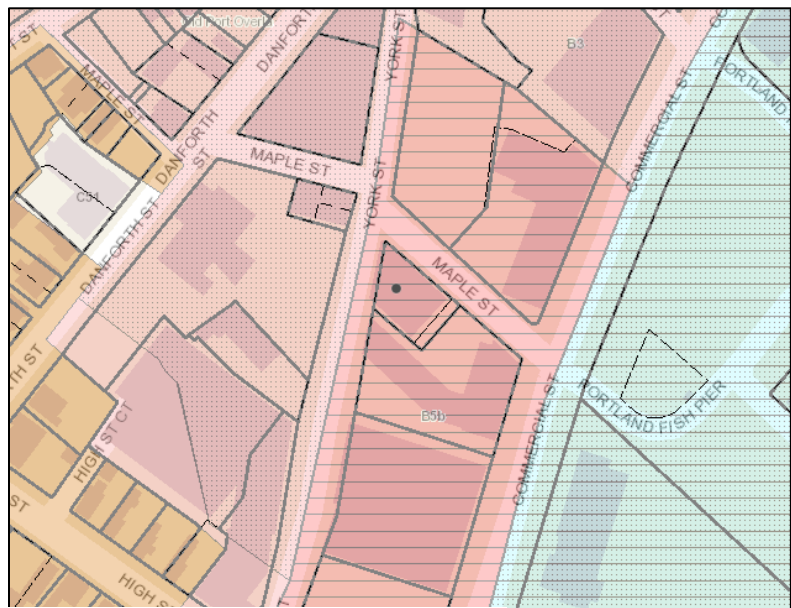


Figure 6 – Zoning Map

	<i>Required</i>	<i>Proposed</i>
Front setback min.	0 ft.	0 ft.
Front setback max. (from all street frontages)	10 ft.	2.70 ft.
Structure height max.	65 ft.	45.17 ft.

No parking in excess of that existing on the site of a historic structure shall be required (Table 19-B Categorical Exceptions to Off-street parking minimums). Exception applies for uses within any contributing structure in a local or national register historic district or locally-designated or national register landmark building. In addition, the site is located within a ¼ of a fixed route transit service and therefore no parking is required.

XI. INCLUSIONARY ZONING STANDARDS (Section 18.2.3)

As the proposed development at 54 York Street will create 14 units consisting of 10 one-bedroom and 4 two-bedroom apartments, it is subject to the City's Inclusionary Zoning Conditional Use requirements.

Per Inclusionary Zoning Conditional Use, the applicant may:

- 1) Create four IZ units on-site;
- 2) Create three IZ units on-site and pay a proportional fee-in-lieu;
- 3) Pay the fee-in-lieu for the 3.5 units;

The applicant has chosen to create four IZ units on-site at 80% AMI.

Based on the information presented, the applicant intends to provide four IZ units on site, therefore 54 York Street is in compliance with the Inclusionary Zoning Ordinance. Please see Attachment A2 for the Inclusionary Zoning Review memorandum from the Housing Program Manager confirming compliance.

XII. SITE PLAN REVIEW STANDARDS (Section 14.6)

The proposed development has been reviewed by staff for conformance with the relevant review standards of the City of Portland's Site Plan Ordinance, Section 14.6. Staff comments are below.

1. Transportation Standards (Section 14.6.1)**A. Impact on surrounding street systems**

- Given that this is a change of use for an existing, operational commercial building, the proposed project would not be expected to have a significant traffic or safety impact to the adjacent roadway system. In addition, the project will not generate 100 or more cars during peak hour, therefore a Traffic Movement Permit is not required. As the site is situated within a walkable, downtown context, pedestrian circulation to and from the site is provided by an existing network of sidewalks and pathway connections along York Street and surrounding areas. The Transportation Systems Engineer recommends that the right turn lane should not be perpetuated along York Street to accommodate for bike lane extension to Gorham's Corner.

B. Access and circulation

- The existing building is fronted by five-foot wide brick sidewalks in the public right-of-way, which meets the City's minimum sidewalk width requirements. The sidewalks are in acceptable condition and reconstruction will not be required; however, DPW has asked that the applicant ensure the ramp at the corner of York and Maple streets is ADA compliant and that any loose or broken bricks within the existing sidewalk be repaired.
- The applicant has documented one existing easement identified on the Boundary & Topographic Survey dated September 23, 2021, by Owen Haskell, Inc. A 15-foot Access Easement, recorded in the Cumberland County Registry of Deeds, Book 1555, Page 24. There are no newly proposed easements as part of this redevelopment.

C. Public transit access

- All residential development consisting of 20 or more dwelling units shall provide a transit shelter adjacent to or within the public right-of-way along its frontage when along a transit line. The proposed project includes 14 dwelling units, therefore this standard is not applicable.

D. Parking

- There are no existing parking spaces on-site and the proposal does not include providing parking spaces. Under Table 19-B of the City's Land Use Code, no parking in excess of that existing on the site of a historic structure shall be required. Exception applies for uses within any contributing structure in a local or national register historic district or locally-designated or national register landmark building.

E. Transportation Demand Management (TDM)

- Not applicable. A TDM plan is not required.

2. Environmental Quality Standards (Section 14.6.2)A. Preservation of significant natural features

- The site is a fully developed parcel. No significant natural features exist onsite. Not applicable.

B. Landscape preservation

- The existing site includes an existing building with minimal lawn located at south portion of the parcel. Existing street trees include two along York Street and four along Maple Street that will remain.

C. Site landscaping and buffers

- Under Technical Manual Section 4.6 Street Trees, a multi-family residential development shall provide one street tree per unit, planted in the City right of way. The applicant is subject to provide 14 street trees or a contribution to the City's Tree Fund to the amount of \$400 per new street tree. The applicant has chosen to include two new street trees along York Street and pay for 12 new street trees required per street tree alternatives to the amount of \$4,800 into the City's Tree Fund.
- In response to concerns raised by the Board the City Arborist recommends two new street trees along York Street with a rectangular tree well of granite border to avoid conflicts with existing underground utilities. The existing two abandoned tree wells will be removed and replaced with brick paving. An existing linden tree and tree well will be removed and replaced with brick paving due to a conflict with the proposed overhead electrical connection from the new secondary pole to the building. The proposed landscaping within the property is appropriately specified for the dry, shade conditions at the existing building.

D. Water quality/storm water management/erosion control

- The applicant has provided proposed grades and location of downspouts per the City's Consulting Stormwater Engineer's request to confirm adequate drainage around the existing building. The proposed change of use utilizes the existing footprint and does not exceed 1,000sf of new impervious surface, thus Maine DEP Chapter 500 standards related to stormwater treatment do not apply.

3. Public Infrastructure and Community Safety Standards (Section 14.6.3)A. Consistency with City Master Plans

The proposed project is in keeping with the stated goals of *Portland Plan 2030* regarding housing and the policy of creating complete neighborhoods. The project takes advantage of a central, downtown location near transit and walkable services.

Livable City: Housing – local goals met by this project:

- Increase, preserve, and modify the overall supply of housing city-wide to meet the needs, preferences, and financial capabilities of all Portland residents.
- Encourage additional contextually appropriate housing density in and proximate to neighborhood centers, concentrations of services, and transit nodes and corridors as a means of supporting complete neighborhoods.
- Pursue policies to enable people who work in Portland to have the option to live in Portland.

A Healthy City: Environment – local goals met by this project:

- Adopt sustainable land use and transportation policies that support connectivity, walkable neighborhoods, and multi-modal transportation.

An Enduring City: Historic Resources – local goals met by this project

- Stabilize and enhance historic areas of the city by ensuring quality investment in existing structures and compatible infill development.
- Ensure an appropriate balance of continuity and change as Portland grows and evolves.



B. Public safety and fire prevention

- City staff have observed the temporary quality of the wood guardrail above the existing stone wall at the southwest corner of the site along York Street. The applicant has provided a sufficient permanent solution for a metal guardrail to match the adjacent property and to secure all work outside of the 54 York Street property line with the adjacent property owner.

C. Availability and capacity of public utilities

- The building is served by existing utilities. The applicant has provided ability to serve letters (Attachment FF.) for the proposed change of use, including a new electrical service that includes relocation of existing bank, lighting to new pole / guy, new overhead electrical lines and secondary service for the Portland Pie Company building in coordination with CMP. A new secondary overhead electrical line will provide 800 amp service to 54 York Street from the opposite side of York Street, along with a new secondary pole / guy proposed at the public right-of-way at York Street adjacent to the existing building at 54 York Street. The Applicant, in coordination with CMP, has indicated grading constraints that restrict the ability to locate service at the building and maintain the need for overhead service.

4. Site Design Standards (Section 14.6.4)

A. Massing, ventilation, and wind impacts

- Proposed HVAC mechanisms will be located on the existing rooftop. City staff has confirmed that the distance and screening by existing parapet walls based on applicants view studies (Attachment plan 15) at public ways meet zoning requirements.
- B. Shadows
- Not applicable. The development is not anticipated to have adverse impacts related to shadows.
- C. Snow and ice loading
- The applicant is utilizing the existing flat roof in order to prevent snow and ice falling. Based on the submitted materials, staff find that the applicant has produced sufficient snow storage area for impervious surfaces and evidence that prevents significant amounts of accumulated snow and ice from loading or falling onto adjacent properties or public ways.
- D. View corridors
- As the project is located on York Street and is an existing building, with no proposed alterations to its massing, this standard does not apply.
- E. Historic resources
- The site is located within the Waterfront (Old Port) Historic District and is a contributing building. Design review is under the purview of Historic Preservation. According to the applicant, they intend to pursue historic tax credits through the National Park Service. An initial Historic Preservation workshop was held on Wednesday, February 16, 2022. Historic Preservation Board approved with conditions on April 6, 2022 for a Certificate of Appropriateness for the comprehensive rehabilitation and exterior alterations (Attachment EE.). Conditions based on additional details required for HP staff final review and approval that include:
 1. Masonry treatments, mortar, chimney preservation, coating and/or waterproofing.
 2. Design details for guardrail at northwest corner of the property along York Street.
 3. Wall treatment at north and south entries, including siding type and finish.
 4. Final details for all signs including painted walls signs (font, layout, and content).
- a. Exterior lighting
- The applicant has provided cut sheet information showing the specifications for the proposed fixture (Attachment 14. Lighting Plan) that comply with City's lighting standards. The site currently has existing street lighting complying with the specific lighting district requirements.
- b. Noise and vibration
- No adverse impacts related to noise and vibration are anticipated as mechanical equipment is located on rooftop away from adjacent properties and screened from traveled public ways. The applicant has provided cut sheets for HVAC Rooftop units to confirm compliance with this standard.
- c. Signage and wayfinding
- The applicant has proposed an 'Unloading Zone' sign fixed to the building that specifies the function of the existing access easement.
- d. Zoning-related design standards
- The development is located in the Waterfront (Old Port) Historic District, therefore the City of Portland Historic Preservation standards supersede the design requirements of this section.

Historic Preservation Board approved with conditions on April 6, 2022 for a Certificate of Appropriateness for the comprehensive rehabilitation and exterior alterations (Attachment EE.).

XIII. NEIGHBORHOOD MEETING & PUBLIC COMMENT

The applicant held a neighborhood meeting via Zoom on January 26, 2022 with six community members in attendance. A total of 15 comments, questions & answers were discussed with meeting notes shared on February 8, 2022. Public comments ranged in concern from parking requirements, project construction schedule, accessible entrances, commercial uses permitted, clarification of residential rental units (monthly rent, affordable housing), historical exterior and interpretive signage, exterior lighting, landscape, property management company and future building name. A detailed description of each public comment and response is available in the attachment as a record of meeting minutes.

XIV. STAFF RECOMMENDATION

Subject to the proposed motions of approval listed below, staff recommends that the Planning Board approve application #PL-001838-2021 as a change of use to (14) residential units and (2) commercial unit spaces at 54 York Street which meets the applicable standards of Portland's Land Use Code.

XV. PROPOSED MOTIONS

A. SITE PLAN REVIEW

On the basis of the application, plans, reports and other information submitted by the applicant; findings and recommendations contained in the Planning Board Report for the public hearing on April 26, 2022 for application # PL-001838-2021 relevant to the site plan regulations; and the testimony presented at the Planning Board hearing, the Planning Board [finds/does not find] that the plan is in conformance with the site plan standards of the Land Use Code, subject to the following conditions of approval:

PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY

1. Due to site constraints preventing the planting of required street trees in the right-of-way, the remaining 12 street trees as required in Sec. 14.6.2.C4 of the Site Plan Ordinance cannot be met; the applicant shall contribute to the tree fund in the amount of \$400 per tree for 12 trees x \$400 minus \$800 credit for the planting of two new trees for a total of \$4,800.

XVI. ATTACHMENTS

- A1. City Arborist Review comments
- A2. Inclusionary Zoning Review comments
- A3. Corporation Counsel review comments
- A4. Department of Public Works Ability to Serve comments
- A5. Department of Public Works Review comments
- A6. Consulting Civil Engineer Review comments
- A7. Transportation Systems review comments
- A8. Zoning review comments
- A9. City Arborist Review comments – 2nd round

Applicants document(s) submittal

- A. Cover letter
- B. Major Site Plan Application

- C. Right, Title & Interests
- D. Zoning Assessment
- E. Easements
- F. Waivers Table
- G. Financial Capacity
- H. Technical Capacity
- I. Conformity with Land Use Ordinance
- J. Stormwater Management Report
- K. Erosion and Sedimentation Control Report
- L. Fire Department Letter
- M. Wastewater Capacity
- O. Architecture Design Narrative
- P. Utilities
- Q. Construction Management Report
- R. Solid Waste Disposal
- S. Parking Analysis
- T. Certification Letter
- U. 54 York Neighborhood Letter
- V. Sign-in Sheet
- W. Neighborhood Meeting Minutes_01-26-2022
- X. Comment Response Letter I_02-25-2022
- Y. Public Notice Sign Certification Letter_02-25-2022
- Z. HVAC Rooftop Cut Sheets
- AA. Comment Response letter II_03-25-2022
- BB. Comment Response letter III_04-11-2022
- CC. Public Notice Sign Certification_04-19-2022
- DD. Inclusionary Zoning Letter
- EE. Historic Preservation Approval Letter_04-20-2022
- FF. CMP Ability to Serve Letter

Applicant plan(s) submittal

- 1. Cover Page
- 2. General Notes
- 3. Boundary and Topographic Survey
- 4. Site & Utility Plan
- 5. Subdivision Plat
- 6. Site Details
- 7. Erosion Control Notes and Details
- 8. Lower Floor Plan
- 9. First Floor Plan
- 10. Second Floor Plan
- 11. Roof Plan
- 12. North & West Elevations
- 13. South & East Elevations
- 14. Lighting Plan
- 15. View Study
- 16. Photos
- 17. Window Details
- 18. Construction Management Plan

19. Guardrail Section

York Street

10 messages

Jeff Tarling <jst@portlandmaine.gov>
To: Sean King <sking@portlandmaine.gov>

Wed, Jan 26, 2022 at 9:34 AM

Hi Sean -

Recommending 3 street trees along York Street, "if" the sidewalk is updated, the two existing tree wells should be improved to a rectangular shape. A new tree on York Street should be planted to the right of the main entrance way, which is left of the underground and overhead utilities. Tree type - upright 'Armstrong' Red Maple, or something similar. Landscape plant material to the South side near the electrical meters will need to tolerate the dry, low light shade conditions and should be compatible to the nearby Hobsons Landing landscape. A landscape plan showing this is recommended.

Thanks,

Jeff



Jeff Tarling
City Arborist - City of Portland Maine
Parks, Recreation & Facilities
Forestry, Parks & Horticulture
[212 Canco Road - Suite A](#)
[Portland, ME. 04103](#)
(207) 808-5400
jst@portlandmaine.gov

Sean King <sking@portlandmaine.gov>
To: Jeff Tarling <jst@portlandmaine.gov>

Thu, Jan 27, 2022 at 8:46 AM

Hello Jeff,
Thank you for your comments. I'll track the sidewalk replacement with DPW to understand if there is a recommendation along York Street.

Kindly, Sean

[Quoted text hidden]

Sean King, PLA
Urban Designer
389 Congress Street, 4th Floor
Portland, Maine 04101
(207) 874-8901
sking@portlandmaine.gov



Sean King <sking@portlandmaine.gov>
To: Jeff Tarling <jst@portlandmaine.gov>

Thu, Feb 10, 2022 at 11:28 AM

Hello Jeff,

I wanted to follow up with you about comments received from Public Works regarding the sidewalk replacement along York Street for the 54 York Street application.

Jennifer Ladd indicated the following, "There is just barely 5' of clearance between the most northerly tree well and the face of the building at 54 York, which meets the City's minimum sidewalk width. Assuming the other tree well is similarly positioned (unable to measure due to snow), widening the sidewalk along York Street would be desired, but is not required. We are requiring that the applicant ensure the ramp at the corner of York and Maple is ADA compliant and that any loose or broken bricks within the existing sidewalk be repaired. Full sidewalk reconstruction along York Street for this project is not being requested."

Please let me know your comments, acknowledging that the current tree wells here were undersized as noted by Jennifer and if tree planter modification is requested as the sidewalk will not be replaced.

Thank you, Sean

[Quoted text hidden]

[Quoted text hidden]

(he/him/his)



Jeff Tarling <jst@portlandmaine.gov>
To: Sean King <sking@portlandmaine.gov>

Thu, Feb 10, 2022 at 1:30 PM

Hi Sean -

We can keep the status quo on this York Street sidewalk.

Someday we may see sidewalk repairs or changes that can include changing the tree well sizes. If Jen is OK we are too.

Thanks

Jeff

[Quoted text hidden]

Sean King <sking@portlandmaine.gov>
To: Jeff Tarling <jst@portlandmaine.gov>

Thu, Feb 10, 2022 at 1:52 PM

Jeff,
Thank you for your response, as a follow up...

The applicant has outlined a landscape standard that requires one tree per unit, the proposal includes (14) new residential units and (2) commercial units in the conversion of use. Shall all 14 trees for the units under the Tech Manual standards be allocated towards the City's Tree Fund or shall any of the street trees be replaced? Currently, there are (2) street tree stumps in tree wells along York Street.

Would there be a required contribution to the City's Tree Fund for the (2) commercial units proposed?

Site plan attached for reference.

Thank you, Sean

[Quoted text hidden]



4. Site & Utility Plan.pdf
719K

Jeff Tarling <jst@portlandmaine.gov>
To: Sean King <sking@portlandmaine.gov>

Thu, Feb 10, 2022 at 2:03 PM

Hi Sean -

Question One - can they get credit for the pre-existing trees? Often we see they can if they are already in place and saved.

The Maple Street trees are all new within the past five years.

We see room for one more tree along York Street as mentioned earlier.

How does that sound? Let me know

Thanks

Jeff

[Quoted text hidden]

Sean King <sking@portlandmaine.gov>
To: Jeff Tarling <jst@portlandmaine.gov>

Thu, Feb 10, 2022 at 2:27 PM

Jeff,

Public Works is not recommending sidewalk replacement and there are currently (4) tree wells (grates) located on York Street; (2) existing trees in tree wells (grates) remain and the other (2) tree wells (grates) exist but do not have trees.

Is your recommendation to add (1) tree at the existing tree well shown in your previous sketch? Would it make sense to suggest replacement of (2) street trees in place where the existing tree wells (grates) are currently in the sidewalk?

Thank you, Sean

[Quoted text hidden]

Jeff Tarling <jst@portlandmaine.gov>
To: Sean King <sking@portlandmaine.gov>

Tue, Feb 15, 2022 at 9:07 AM

Hi Sean -

Quite sure one of the older tree locations has the underground utilities too close to replant.

There was snow on the ground so I did not see the tree grates but there could be...

Jeff

[Quoted text hidden]

Sean King <sking@portlandmaine.gov>
To: Jeff Tarling <jst@portlandmaine.gov>

Mon, Feb 28, 2022 at 8:40 AM

Hello Jeff,

I wanted to show you the revised site plan with updated landscape shown for 54 York Street review. Could you please indicate which street trees are appropriate to replace, currently the applicant shows 2 along York. And would you typically comment on the proposed plant material, currently the applicant shows Salix shrubs with perennial beds in this low light dry condition.

Thank you, Sean

[Quoted text hidden]



4. Site & Utility Plan.pdf
1207K

Jeff Tarling <jst@portlandmaine.gov>
To: Sean King <sking@portlandmaine.gov>

Tue, Mar 1, 2022 at 7:49 PM

Hi Sean -

As mentioned earlier, there appears only room for one additional tree along York Street due to the Unitel gas line. The tree that used to be there 'appears' too close to the trench. The Salix shrubs & perennials will do.

Thanks,

Jeff
[Quoted text hidden]
--

Jeff Tarling
City Arborist - City of Portland Maine
Parks, Recreation & Facilities
Forestry, Parks & Horticulture
212 Canco Road - Suite A
Portland, ME. 04103
jst@portlandmaine.gov



54 York Street: Inclusionary Zoning Review (3-8-22 Workshop)

2 messages

Victoria Volent <vvolent@portlandmaine.gov>
To: Sean King <sking@portlandmaine.gov>

Wed, Feb 23, 2022 at 10:41 AM

Hi Sean,

54 York Street proposes to create 14 units consisting of 10 one-bedroom and 4 two-bedroom apartments.

Per Inclusionary Zoning Conditional Use, the applicant may:

- 1) Create four IZ units on-site;
- 2) Create three IZ units on-site and pay a proportional fee-in-lieu;
- 3) Pay the fee-in-lieu for the 3.5 units;

The applicant has chosen to create four IZ units on-site at 80% AMI.

Based on the information presented, 54 York Street is in compliance with the Inclusionary Zoning Ordinance.

Thank you,

Victoria

Victoria Volent
Housing Program Manager
[City of Portland](#)
[389 Congress Street](#)
Phone: 207-482-5028
www.portlandmaine.gov



Sean King <sking@portlandmaine.gov>
To: Victoria Volent <vvolent@portlandmaine.gov>

Thu, Feb 24, 2022 at 4:54 PM

Thank you very much Victoria for being so proactive. I will include your comments into the Planning Board workshop memo I am preparing.

Looking forward to connecting on future projects.

Kindly, Sean

[Quoted text hidden]

—

Sean King, PLA
Urban Designer
389 Congress Street, 4th Floor
Portland, Maine 04101
(207) 874-8901
sking@portlandmaine.gov
(he/him/his)



54 york street & introduction

2 messages

Sean King <sking@portlandmaine.gov>

Thu, Feb 10, 2022 at 4:01 PM

To: jlt@portlandmaine.gov

Hello Jennifer,

I wanted to introduce myself as a new member to the planning department, and introduce a project that includes an existing easement for review. The applicant intends to keep the easement for current service access / loading with no permanent use for parking, etc.

Please let me know if this raises any flags and I'm looking forward to working with you.

Thank you, Sean

--

Sean King, PLA
Urban Designer
389 Congress Street, 4th Floor
Portland, Maine 04101
(207) 874-8901
sking@portlandmaine.gov
(he/him/his)



3 attachments



3. Boundary and Topographic Survey.pdf
534K



4. Site & Utility Plan.pdf
719K



E. Easements.pdf
97K

Jen Thompson <jlt@portlandmaine.gov>

Thu, Feb 17, 2022 at 6:37 AM

To: Sean King <sking@portlandmaine.gov>

Hi Sean - I look forward to meeting and working with you. On this easement, I don't think I have any particular concerns about the access easement they've identified. It is an easement shared in common with others so it will be necessary to ensure that shared access remains. Other than that, in the absence of a specific question or concern (which I don't see in your email), I don't think anything in particular stands out to me. Happy to talk further, however, if that would be helpful.

Jen Thompson
Acting Corporation Counsel
City of Portland, Maine
207.874.8480
jlt@portlandmaine.gov



FW: 54 York Street Ability to Serve Request

4 messages

jrather@portlandmaine.gov <jrather@portlandmaine.gov>
To: Sean King <sking@portlandmaine.gov>

Wed, Jan 12, 2022 at 9:30 AM

Before I forget – Brad Roland and I had a brief conversation on 54 York back in early December; there is an issue with their sewer line that raises capacity concerns. Usually, sewer capacity letters are boilerplate, but in this case, it may be more complicated. Worth discussing with him further – I'll do a handoff email.

-James

From: Bradley Roland <brad@portlandmaine.gov>
Sent: Thursday, December 9, 2021 1:40 PM
To: James Rather <jrather@portlandmaine.gov>
Subject: Re: 54 York Street Ability to Serve Request

James

Could you give me a call about this one.

I just want to make sure you are aware of the downstream issues.

Brad

--

Bradley A. Roland, P.E.
Senior Project Engineer
Portland Public Works
[212 Canco Road](#)
[Portland, ME 04103](#)
Tel: 207-874-8840
brad@portlandmaine.gov

On Thu, Dec 9, 2021 at 1:38 PM Bradley Roland <brad@portlandmaine.gov> wrote:

Hello Zachary,

Please see the attached wastewater capacity authorization.

Brad

--

Bradley A. Roland, P.E.
Senior Project Engineer
Portland Public Works
[212 Canco Road](#)
[Portland, ME 04103](#)
Tel: 207-874-8840
brad@portlandmaine.gov

On Thu, Nov 4, 2021 at 10:31 AM Zach Stevens <zstevens@acorn-engineering.com> wrote:

Hello,

On behalf of 54 York LLC, please find the attached ability to serve request letter for the proposed 14-unit redevelopment that includes 2 commercial spaces located at 54 York Street, Portland, Maine. I have attached a Boundary & Topographic Survey prepared by Owen Haskell, Inc., and a Site & Utility Plan from our office as a reference.

Please let us know if you have any questions during your review.

Thanks,

Zachary Stevens, E.I.

Design Engineer

Licensed in Maine

Acorn Engineering, Inc

PO Box 3372

Portland, Maine 04104

[Instagram](#) | [Acorn's LinkedIn](#) | [Website](#)

B. 207.775.2655

C. 207.240.2993

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Sean King <sking@portlandmaine.gov>
To: James Rather <jrather@portlandmaine.gov>

Wed, Jan 12, 2022 at 9:39 AM

Thank you James, please connect us.

[Quoted text hidden]

--

Sean King, PLA
Urban Designer
Planning and Urban Development Department

389 Congress Street, 4th Floor

jrather@portlandmaine.gov <jrather@portlandmaine.gov>
To: Bradley Roland <brad@portlandmaine.gov>
Cc: Sean King <sking@portlandmaine.gov>

Wed, Jan 12, 2022 at 9:42 AM

Hi Brad,

Sean King, our new Urban Designer, has taken on the 54 York St application. I recall from our call back in December that there is an existing capacity issue on the sewer line that serves this site. Can you fill Sean in on the status of that line?

Thanks,

[Quoted text hidden]

Bradley Roland <brad@portlandmaine.gov>
To: James Rather <jrather@portlandmaine.gov>
Cc: Sean King <sking@portlandmaine.gov>

Wed, Jan 12, 2022 at 2:54 PM

Hello Sean and welcome.
Simple enough application.
And I have approved the dry weather wastewater capacity.
But tuck into the back of your mind that there is a combined sewer overflow structure (manhole) 100 feet downhill of this building which is causing issues for the downstream building (during heavy rain sewage keeps popping the manhole cover which then in turn floods the street and enters into the hotel).
You might hear something about it during any public meeting.
Long term yes the COP is trying to come up with solutions but nothing immediate will solve the issue.

Brad

--

Bradley A. Roland, P.E.
Senior Project Engineer
Portland Public Works
212 Canco Road
Portland, ME 04103
Tel: 207-874-8840
brad@portlandmaine.gov

[Quoted text hidden]

54 York Street - Sidewalk replacement

2 messages

Sean King <sking@portlandmaine.gov>
To: Jennifer Ladd <jwl@portlandmaine.gov>
Cc: Keith Gray <kgray@portlandmaine.gov>

Fri, Feb 4, 2022 at 9:18 AM

Hello Jen,

Please let me know if you had an opportunity to look into sidewalk replacement at 54 York Street for the conversion of use application, which I am the planner designee for the project. I've included some photos of existing conditions from last week and wish to understand if there is a priority for any brick sidewalk replacement along York and/or Maple Street. This will also factor into tree replacement and planter upgrades, in addition to Jeremiah / Bruce's recommendation of bike lane extension and existing right turn lane removal.

Thank you, Sean

--
Sean King, PLA
Urban Designer
389 Congress Street, 4th Floor
Portland, Maine 04101
(207) 874-8901
sking@portlandmaine.gov
(he/him/his)



5 attachments



IMG_4086.JPG
789K



IMG_4097.JPG
938K

IMG_4089.JPG
1002K



IMG_4095.JPG
1045K



IMG_4090.JPG
1183K

Jennifer Ladd <jwl@portlandmaine.gov>
To: Sean King <sking@portlandmaine.gov>
Cc: Keith Gray <kgray@portlandmaine.gov>

Tue, Feb 8, 2022 at 4:12 PM

Hi Sean,

After some internal discussion on this and some wet field measurements, I have some comments on the sidewalk for this project.

There is just barely 5' of clearance between the most northerly tree well and the face of the building at 54 York, which meets the City's minimum sidewalk width. Assuming the other tree well is similarly positioned (unable to measure due to snow), widening the sidewalk along York Street would be desired, but is not required. We are requiring that the applicant ensure the ramp at the corner of York and Maple is ADA compliant and that any loose or broken bricks within the existing sidewalk be repaired. Full sidewalk reconstruction along York Street for this project is not being requested.

I suspect Jeff will give you formal comments himself, as he acknowledged the tree wells here were undersized. If the applicant is able to modify the tree wells and keep the trees, we would ask that they be made longer along the curbline, not wider, to preserve the 5' minimum sidewalk width that is there now.

Jennifer Ladd
Senior Transportation Engineer



[Quoted text hidden]

54 York Street Review

1 message

Lauren Swett <lswett@woodardcurran.com>
To: "sking@portlandmaine.gov" <sking@portlandmaine.gov>
Cc: Jodie Keene <JKEENE@portlandmaine.gov>

Wed, Jan 26, 2022 at 9:30 AM

Hi Sean,

To follow up on our discussion today on 54 York Street, I have the following comments:

- The site plan shows a single existing downspout. The Applicant should confirm all locations where roof drainage is discharged and ensure that the stormwater is managed properly to avoid impacting adjacent properties. If all roof drainage will discharge to the location shown in the proposed condition, ensure that the splash pad will be adequately sized.
- Proposed grading should be shown for the proposed improvement areas. This is particularly important in the tight space along the southern wall of the building to show how the stormwater will flow away from the building to avoid standing water that might impact the proposed landscaping, and also to not impact the neighbor.

The proposed extent of work does not meet the thresholds for requirement of stormwater treatment systems, but as Jodie mentioned, the City always encourages the addition of additional stormwater management systems if they can be added!

Please let me know if there are any questions.

Thanks,

Lauren

Lauren Swett, PE

Technical Manager | Principal



 207-558-3763  207.219.3591  woodardcurran.com

 lswett@woodardcurran.com

 41 Hutchins Drive, Portland, ME 04102

54 York Street - Existing right turn only

4 messages

Sean King <sking@portlandmaine.gov> Wed, Jan 26, 2022 at 9:58 AM
To: Bruce Hyman <bhyman@portlandmaine.gov>, Jeremiah Bartlett <jbartlett@portlandmaine.gov>, Keith Gray <kgray@portlandmaine.gov>

Hello Bruce, Jeremiah, Keith & Jen,

I wanted to coordinate future street improvements along York Street in observance of a recent application in review at 54 York Street. The applicant is proposing a conversion of the existing building into (14) res units + (2) commercial units.

Bruce has already indicated the previous work put forward for the school site that had proposed abandonment of the right turn lane and extension of bike lanes to Gorham's Corner along York Street. The Hobson's Landing project at the corner of High & York Street includes recent installation of bike lanes along York Street frontage.

Jen indicated a review of the existing sidewalk condition where brick is the material on York & Maple Street.

Might there be an opportunity to envision the 54 york street applicant project in tandem with future street improvements?

Thank you, Sean

Sean King, PLA
Urban Designer
389 Congress Street, 4th Floor
Portland, Maine 04101
(207) 874-8901
sking@portlandmaine.gov



2 attachments

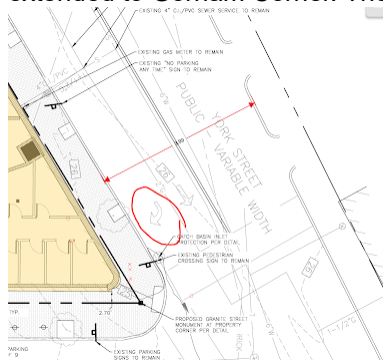
 **4. Site & Utility Plan.pdf**
719K

 **3. Boundary and Topographic Survey.pdf**
534K

Bruce Hyman <bhyman@portlandmaine.gov> Wed, Jan 26, 2022 at 10:12 AM
To: Sean King <sking@portlandmaine.gov>
Cc: Jeremiah Bartlett <jbartlett@portlandmaine.gov>, Keith Gray <kgray@portlandmaine.gov>

"Might there be an opportunity to envision the 54 york street applicant project in tandem with future street improvements?" **YES!**

My early two cents was to get on the table that the RTLane should not be perpetuated in this location so that bike lanes could be extended to Gorham Corner. The site plan currently has the RTL on it.



The tree pits on York should also be expanded in length parallel to the curb line to increase their volume and tree grates installed, at a minimum, IF we can't get the 'jog' in/narrowing of the sidewalk along 54's frontage undone to widen the sidewalk a bit. It looks like they're not proposing to reconstruct the York sidewalk frontage (or are they? - I didn't see remove and replace either the curb and/or the brick on the site plan). I haven't been out there to look at the sidewalk or curb's condition. Streetview shows the sidewalk in rougher shape than the curb on York St frontage.

Happy to have a call about it or a site visit to check things out.

Bruce

[Quoted text hidden]

--

Bruce Hyman
Transportation Program Manager
City of Portland
Department of Planning and Urban Development
[389 Congress Street, 4th Floor](#)
[Portland, Maine 04101](#)
(207) 874-8717 phone
bhyman@portlandmaine.gov



Jeremiah Bartlett <jbartlett@portlandmaine.gov>
To: Bruce Hyman <bhyman@portlandmaine.gov>
Cc: Sean King <sking@portlandmaine.gov>, Keith Gray <kgray@portlandmaine.gov>

Wed, Jan 26, 2022 at 10:32 AM

I strongly concur that we don't need a turn lane here. I generally try to avoid them whenever possible at non-signalized urban locations as they aren't needed and waste valuable space.

I also concur that if there are options to improve the York sidewalk frontage, that would be ideal.

Jeremiah J. Bartlett, PE, PTOE
Transportation Systems Engineer
Department of Public Works
[212 Canco Road, Suite B](#)
[Portland, Maine 04103](#)
jbartlett@portlandmaine.gov
(207) 874-8891
He/Him



[Quoted text hidden]

Keith Gray <kgray@portlandmaine.gov>
To: Sean King <sking@portlandmaine.gov>
Cc: Bruce Hyman <bhyman@portlandmaine.gov>, Jeremiah Bartlett <jbartlett@portlandmaine.gov>

Wed, Jan 26, 2022 at 3:28 PM

Hello,

I'm not sure if you are the planner on this project or where the project is through the planning stage but here are a few comments:

- Clarify the extent of sidewalk improvements
- Provide a cross section of York Street with the right turn lane removed and either/or extended curb for wider sidewalk, parking and bike lane. I'm not sure what can fit in that space.
- We do not have any street improvements planned for that area in the near future. The applicant would be responsible for removing the right turn lane markings and restriping.
- Show pavement restoration, striping, signage and dimensions on a plan

Thank you,
Keith

On Wed, Jan 26, 2022 at 9:58 AM Sean King <sking@portlandmaine.gov> wrote:

[Quoted text hidden]

--

Keith D. Gray, PE
Engineering Services Manager
City Engineer
City of Portland, Maine
kgray@portlandmaine.gov



54 York St - PL-001838-2021

2 messages

Ann Machado <amachado@portlandmaine.gov>
To: Sean King <sking@portlandmaine.gov>

Wed, Jan 26, 2022 at 8:32 AM

Sean -

I don't see any red flags for zoning.

The property is located in the B5b zone.

Table 6- C outlines the permitted and conditional uses. Multi-family dwelling are allowed as are most commercial uses.

Table 7-E outlines the dimensional requirements for the zone. The B5 and B5b zones do not have many dimensional requirements, and since this is a redevelopment of an existing building and no additions are proposed, I don't see any issues.

Regarding any parking requirements, under table 19- B, no off-street parking is required.

Feel free to reach out to me with any questions.

Ann

Ann Machado
Zoning Administrator
Permitting and Inspections Department
City of Portland, Maine
(207) 874-8709
amachado@portlandmaine.gov

Sean King <sking@portlandmaine.gov>
To: Ann Machado <amachado@portlandmaine.gov>

Wed, Jan 26, 2022 at 8:51 AM

Thank you Ann for reaching out, I was planning to touch base with you today on 54 York Street so thank you so much for your review.

Kindly, Sean

[Quoted text hidden]

--

Sean King, PLA
Urban Designer
389 Congress Street, 4th Floor
Portland, Maine 04101
(207) 874-8901
sking@portlandmaine.gov



54 YORK ST - Street tree update

6 messages

Sean King <sking@portlandmaine.gov>
To: Jeff Tarling <jst@portlandmaine.gov>

Mon, Mar 21, 2022 at 10:07 AM

Hello Jeff,

The applicant for 54 York Street sent this annotated site plan (see email below) to show how the new CMP overhead line will be in conflict with the existing mature tree. Can you please confirm a replacement location along York Street or an alternative solution. This would provide a total of (3) streets along York Street with (2) new Red Maple 'Armstrong' and (1) existing tree to remain closest to the intersection.

Thank you, Sean

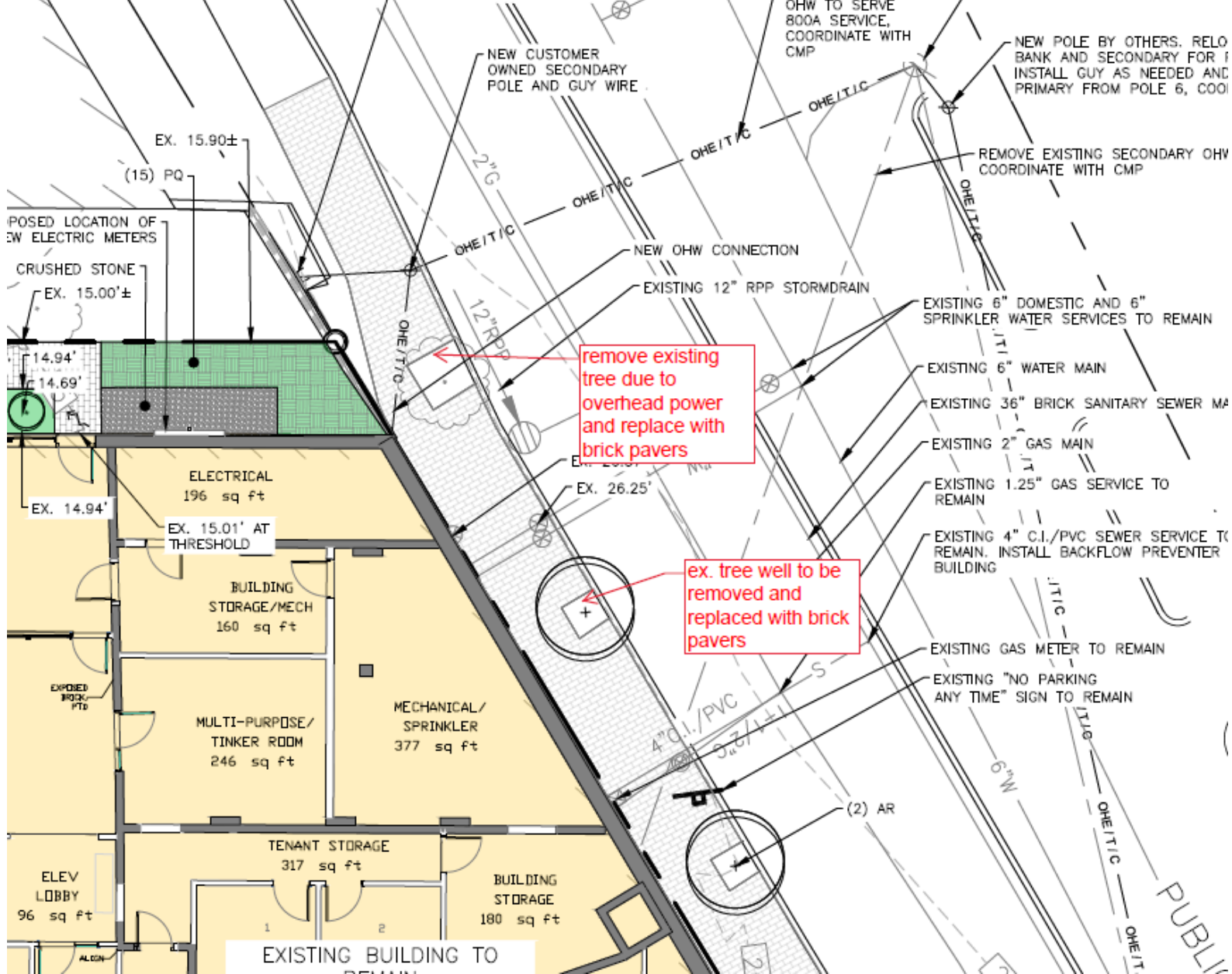
--
Sean King, PLA
Urban Designer
389 Congress Street, 4th Floor
Portland, Maine 04101
(207) 874-8901
sking@portlandmaine.gov
(he/him/his)



----- Forwarded message -----
From: **Pete Heil** <pheil@acorn-engineering.com>
Date: Mon, Mar 14, 2022 at 4:12 PM
Subject: RE: 54 YORK ST
To: Sean King <sking@portlandmaine.gov>
Cc: Zach Stevens <zstevens@acorn-engineering.com>, Josh Jacques <josh@calebjohnsonstudio.com>, William Savage <wsavage@acorn-engineering.com>, Jay Hibbard <hibbard.jay@gmail.com>, Patrick Boothe <patrick@calebjohnsonstudio.com>

Hi Sean,

As a follow up, we've heard from CMP that the existing street tree at the corner of the building would need to be relocated or replaced due to separation to the overhead power lines. I assuming it will need to be removed, as relocating it doesn't seem feasible with the existing underground utilities as you head towards Maple Street. Can you please forward along to Jeff to confirm this will not be an issue. Thanks,



Peter F. Heil, PE, CPESC

Acorn Engineering, Inc

B. 207.775.2655

C. 802.238.7409

From: Pete Heil

Sent: Monday, March 14, 2022 3:31 PM

To: Sean King <sking@portlandmaine.gov>

Cc: Zach Stevens <zstevens@acorn-engineering.com>; Josh Jacques <josh@calebjohnsonstudio.com>; William Savage <wsavage@acorn-engineering.com>; Jay Hibbard <hibbard.jay@gmail.com>; Patrick Boothe <patrick@calebjohnsonstudio.com>

Subject: RE: 54 YORK ST

Hi Sean,

Sounds good, we'll update accordingly. Are there any more staff comments forthcoming? If not, we will update our plans and resubmit to eplan hopefully by the end of the week and request we be heard at the next available Planning Board for a final hearing. Thanks,

Peter F. Heil, PE, CPESC

Acorn Engineering, Inc

B. 207.775.2655

C. 802.238.7409

From: Sean King <sking@portlandmaine.gov>

Sent: Monday, March 14, 2022 3:09 PM

To: Pete Heil <pheil@acorn-engineering.com>

Cc: Zach Stevens <zstevens@acorn-engineering.com>; Josh Jacques <josh@calebjohnsonstudio.com>; William Savage <wsavage@acorn-engineering.com>; Jay Hibbard <hibbard.jay@gmail.com>; Patrick Boothe <patrick@calebjohnsonstudio.com>

Subject: 54 YORK ST

Hello Pete,

Jeff Tarling shared his comments related to the street trees along York Street.

1. Plant (1) Red Maple 'Armstrong', location shown in picture (old google streetview) in the existing location that is left of underground gas, right of main building entry.
2. Include (1) rectangular tree well with granite border in this location, see attachment per City Arborist planter detail.
3. Abandon existing tree grate shown in the picture below, no tree replacement and add brick paving



Please reach out with any questions. Thank you, Sean

--

Sean King, PLA

Urban Designer

389 Congress Street, 4th Floor
Portland, Maine 04101

(207) 874-8901

(he/him/his)



On Wed, Mar 9, 2022 at 9:18 AM Pete Heil <pheil@acorn-engineering.com> wrote:

Hi Sean,

Thanks for your help last night and presentation to the Board. With the minimal comments, we'd like to provide updated plans and information to you as soon as possible to move forward to a final hearing. As discussed during the workshop, can you please let us know more about the tree well along York where we are going to install (1) additional red maple street tree and whether we should plant it in the existing well, or whether a different well system should be installed (flush grate, flush grate w/ submersible section, raised well, etc.)? Per Maggie's comment, we'll provide some additional clarification on the existing driveway and access doors into the building as well. Please let me know if there are any other comments from the City that we should be addressing with our final comment response as well. Thanks,

Peter F. Heil, PE, CPESC

Acorn Engineering, Inc

B. 207.775.2655

C. 802.238.7409

From: Sean King <sking@portlandmaine.gov>

Sent: Tuesday, March 8, 2022 1:54 PM

To: Pete Heil <pheil@acorn-engineering.com>

Cc: Zach Stevens <zstevens@acorn-engineering.com>; Josh Jacques <josh@calebjohnsonstudio.com>; Kevin Kraft <kkraft@portlandmaine.gov>; Patrick Boothe <patrick@calebjohnsonstudio.com>; William Savage <wsavage@acorn-engineering.com>; James Rather <jrather@portlandmaine.gov>; Jay Hibbard <hibbard.jay@gmail.com>

Subject: Re: PLEASE ADVISE: E-Plan Uploading, CU-001854-2021, 54 YORK ST

Thank you, presentation received.

All attendees for tonight's Planning Board Workshop should have received a link.

On Mon, Mar 7, 2022 at 5:04 PM Pete Heil <pheil@acorn-engineering.com> wrote:

Hi Sean,

Please find the attached 54 York presentation slides for the Planning Board workshop tomorrow, along with the below list of presenters. Please let me know if you need anything for the meeting, looking forward to it! Thanks,

Jay Hibbard hibbard.jay@gmail.com

Pete Heil pheil@acorn-engineering.com

Josh Jacques josh@calebjohnsonstudio.com

Peter F. Heil, PE, CPESC

Acorn Engineering, Inc

B. 207.775.2655

--

Kevin Kraft, AICP
Deputy Director Planning & Urban Development Department

389 Congress Street
Portland, Maine 04101

Phone: 207.874.8430

kkraft@portlandmaine.gov



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--

Sean King, PLA

Urban Designer

389 Congress Street, 4th Floor
Portland, Maine 04101

(207) 874-8901

sking@portlandmaine.gov

(he/him/his)



Notice: Under Maine law, documents - including e-mails - in the possession of public officials or city employees about government business may be classified as public records. There are very few exceptions. As a result, please be advised that what is written in an e-mail could be released to the public and/or the media if requested.

Notice: Under Maine law, documents - including e-mails - in the possession of public officials or city employees about government business may be classified as public records. There are very few exceptions. As a result, please be advised that what is written in an e-mail could be released to the public and/or the media if requested.

Sean King <sking@portlandmaine.gov>
To: Jeff Tarling <jst@portlandmaine.gov>

Fri, Mar 25, 2022 at 10:22 AM

Hello Jeff,
I just wanted to circle back with you as you were away Monday. Please let me know your comments, as the new CMP overhead line will compromise the existing tree.
Thank you, Sean

On Mon, Mar 21, 2022 at 10:07 AM Sean King <sking@portlandmaine.gov> wrote:
Hello Jeff,

The applicant for 54 York Street sent this annotated site plan (see email below) to show how the new CMP overhead line will be in conflict with the existing mature tree. Can you please confirm a replacement location along York Street or an alternative solution. A replacement would provide a total of (3) streets along York Street with (2) new Red Maple 'Armstrong' and (1) existing tree to remain closest to the intersection.

[Quoted text hidden]

[Quoted text hidden]

Jeff Tarling <jst@portlandmaine.gov>
To: Sean King <sking@portlandmaine.gov>

Fri, Mar 25, 2022 at 12:54 PM

Hi Sean -

We should then review if the existing two Linden trees should be replaced if they are 'topped' for the new CMP service lines?

Planting smaller, lower growing trees like ornamental cherry or crabapple would be the new recommendation.

Examples might include:

<https://www.jfschmidt.com/pdfs/adirondackcrabapple.pdf>

<https://www.jfschmidt.com/introductions/pinkflair/index.html>

[Quoted text hidden]

Sean King <sking@portlandmaine.gov>
To: Jeff Tarling <jst@portlandmaine.gov>

Fri, Mar 25, 2022 at 1:57 PM

Jeff,

Thanks for getting back to me.

The applicant has proposed the new CMP service line in conflict with the one existing Linden tree along York Street closest to Hobson's Landing. The one existing Linden tree closest to the intersection at Maple Street is not being affected by the new CMP service and could remain in place.

Regarding the recommended tree species, would you advise substituting the replacement trees for a smaller, lower growing tree along York Street or creating a new tree planter location with AR 'Armstrong' that is not in conflict with the new CMP service.

Thank you, Sean

[Quoted text hidden]

Jeff Tarling <jst@portlandmaine.gov>
To: Sean King <sking@portlandmaine.gov>

Fri, Mar 25, 2022 at 3:20 PM

Only the tree closest to the overhead line needs to be an ornamental tree, if there is room or the tree location is adjusted Armstrong Maples should work. I can meet on site if that helps.

Thanks

Jeff

[Quoted text hidden]

Sean King <sking@portlandmaine.gov>
To: Jeff Tarling <jst@portlandmaine.gov>

Mon, Mar 28, 2022 at 12:16 PM

Hello Jeff,

It will be helpful to meet on site to determine if there is room for an adjusted tree location for the Armstrong Maple. If adjusted tree location is not suitable, we can proceed with the ornamental tree replacement suggested in your previous email. Please let me know if this sounds appropriate to you.

How is your availability this week? Would tomorrow, Tuesday work?

Thank you, Sean

[Quoted text hidden]

54 York Street

Jeff Tarling <jst@portlandmaine.gov>
To: Sean King <sking@portlandmaine.gov>
Cc: James Rather <jrather@portlandmaine.gov>

Wed, Mar 30, 2022 at 10:05 AM

Hi Sean -

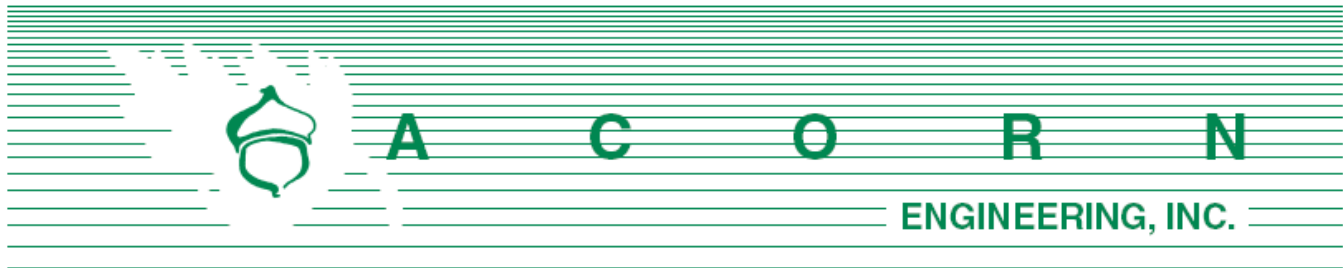
Inspected the 54 York Street site and noted the underground utilities shown below. We generally stay 6' away from underground utilities and doorways. The existing Linden tree is in decline and should be removed / replaced. We can meet with the project team to locate the best location. Overall, this is a better approach than existing.

Jeff



Jeff Tarling
City Arborist - City of Portland Maine
Parks, Recreation & Facilities
Forestry, Parks & Horticulture
212 Canco Road - Suite A
Portland, ME. 04103
jst@portlandmaine.gov





Department of Planning & Urban Development
 City of Portland, Maine
 389 Congress Street, 4th Floor
 Portland, ME 04101

November 12, 2021

Subject: Major Site Plan Application
 Redevelopment of 54 York Street, Portland, Maine

Dear Christine Grimando:

On behalf of 54 York, LLC (Attn: Jay Hibbard), we are pleased to submit the accompanying package of submission materials related to the proposed redevelopment at 54 York Street (Chart 42, Block A, Lot 7), with street frontage along York Street and Maple Street. The parcel resides in the B-5b Urban Commercial Buisness Zone.

The project proposes to convert the existing 3-story building into a mixed-use development with (14) residential units, (2) commercial spaces, with associated storage, common areas, fitness room, bike room, and trash room. Anticipated site work includes the implementation of pedestrian walkways, greenspace, and potential utility connections. Due to the change of use >20,000-square feet and creation of three or more units, the project is subject to a Major Site Plan Application and Subdivision Review from the City of Portland. As part of the IZ requirements, the project will include (4) affordable housing units within the building.

54 York, LLC and the design team look forward to your review of this project. If you have any questions regarding these materials or the completeness of the application materials, please do not hesitate to contact us.

Sincerely,

A handwritten signature in blue ink, appearing to read "Peter F. Heil".

Peter F. Heil, P.E.
 Project Manager
 Acorn Engineering, Inc.

The following documents and drawings will be uploaded onto the City's electronic submission site per the procedure outlined in the application:

Documents:

- Section A: Cover Letter
- Section B: Major Site Plan Application & Checklist
- Section C: Right, Title, Interest
- Section D: Zoning Assessment
- Section E: Easements
- Section F: Waiver Table
- Section G: Financial Capacity
- Section H: Technical Capacity
- Section I: Conformity with Land Use Ordinance
- Section J: Stormwater Management Report
- Section K: Erosion & Sedimentation Control Report
- Section L: Fire Department Letter
- Section M: Wastewater Capacity
- Section N: Lighting
- Section O: Architectural Design Narrative
- Section P: Utility Cover
- Section Q: Construction Management Plan
- Section R: Solid Waste Disposal
- Section S: Parking Analysis

Drawings:

- Civil Site Plan Set, Dated 11/12/2021
- Architectural Plan Set, Dated 11/12/2021



CITY OF PORTLAND
Planning & Urban Development Department

MAJOR SITE PLAN
GENERAL DOCUMENT AND DRAWINGS CHECKLIST

Please submit each document as a separate PDF file.
Please confirm by electronically checking the boxes in the left-hand column.

**** PLEASE FILL OUT AND UPLOAD THE ZONING ASSESSMENT TABLE
AND WAIVER TABLE SEPARATELY AS NOTED BELOW ****

**At the time of application submission, please contact the Department of Public Works regarding E-911
addressing for your project.**

GENERAL APPLICATION DOCUMENTS

☒	NA	Project Description Cover letter with detailed project description
☒	NA	Completed Checklist (this document)
☒	NA	Evidence of Right, Title, and Interest Deeds, leases, or purchase and sales agreements
Yes	☒	Evidence of State or Federal Approvals Permits or letters of non-jurisdiction, if applicable
☒	NA	Zoning Assessment (see Zoning Assessment Table) Summary of compliance with use and dimensional standards of the land use code
☒	NA	Site Plan Standards Assessment (see Section 14.6 of the land use code) Summary of project compliance with site plan standards of the land use code
☒	NA	Summary of Existing and/or Proposed Easements or Covenants, applicable. Evidence of existing easements and any proposed easements, covenants, public or private rights-of-way
☒	NA	Waiver Requests (see Waiver Table) Written request for waiver describing request and compliance with applicable waiver standards
☒	NA	Financial Capability Letter or evidence from a financial institution or third party verifying financial capacity to undertake project
☒	NA	Technical Capability Evidence of technical capability of applicant and consultants – resumes and/or examples of past projects

MAJOR SITE PLAN STANDARDS AND SUBMISSION CHECKLIST

Provide assessment of compliance with standards and include supplemental documentation, as applicable.
Please submit each document as a separate PDF file.

TRANSPORTATION		
Yes	NA	Impact on Surrounding Street Systems (14-14.6.1(A)) Describe incremental volume of traffic impacts and mitigation measures. If needed
Yes	NA	Access and Circulation (14-14.6.1(B)) Identify and describe the following: - Site access and internal circulation, including ADA access - Drive-up features, if applicable - Loading and servicing needs, routes, and geometry, providing turning templates for delivery vehicles, if applicable - Sidewalks and condition along street frontages and internal walkways - Engineered details for ADA ramps and public sidewalks, meeting sidewalk material policy and construction requirements (Technical Manual, Section 1)
Yes	NA	Public Transit (14-14.6.1(C)), if applicable Identify and describe the following: Existing available transit service and proposed transit improvements, including design details, such as easement, pad base, and shelter
Yes	NA	Off-Street Parking (14-14.6.1(D)), if applicable Identify and describe the following: - Proposed vehicular and bicycle parking supply (including ADA-compliant parking) in relation to applicable parking requirements in Article 19 of the land use code - Curb cut separation and parking layout (Technical Manual, Section 1) - Construction details for bicycle racks - Management plan for snow storage and removal
Yes	NA	Transportation Demand Management (TDM) (14-14.6.1(E)), if applicable Provide TDM plan drafted in accordance with Technical Manual Section 1 requirements

ENVIRONMENTAL		
Yes	NA	Preservation of Significant Natural Features (14-14.6.2(A)), if applicable Identify and describe the following: • High and moderate value waterfowl and wading habitat • Aquifers (for Casco Bay Islands) • Waterbodies (including wetlands, watercourses, significant vernal pools and floodplains) • Proposed preservation areas and protection measures • Documentation from environmental compliance consultants and determinations from applicable state and federal agencies
Yes	NA	Landscape Preservation (14-14.6.2(B)) Identify and describe the following: • Measures to preserve trees, including within required zoning setbacks (Technical Manual, Section 4) • Measures to protect existing vegetation during construction
Yes	NA	Site Landscaping and Buffers (14-14.6.2(C)) Identify and describe the following: • Overall landscaping approach and consistency with standards • The use of screening and buffering of service areas and between non-residential and residential uses • Existing Heritage or Feature Trees on site and measures to preserve • Compliance with street tree requirements
Yes	NA	Water Quality, Stormwater Management, and Erosion Control (14-14.6.2(D)) Identify and describe the following: • Erosion and sedimentation control plan and measures • Evidence of compliance with Urban Impaired Stream Standards pursuant to DEP Chapter 500 stormwater law, as applicable • Subsurface sanitary sewage disposal and groundwater protection measures

PUBLIC INFRASTRUCTURE AND COMMUNITY SAFETY		
Yes	NA	Consistency with City Master Plans (14-14.6.3(A)) Describe proposed easements, rights and improvements to connect or continue off-premises public infrastructure, as applicable
Yes	NA	Public Safety and Fire Prevention (14-14.6.3(B)) Identify and describe the following: - Compliance with Crime Prevention through Environmental Design (CPTED) requirements (Technical Manual, Section 3) - Emergency vehicle access - Consistency with public safety standards (Technical Manual, Section 3)
Yes	NA	Availability and Adequacy of Public Utilities (14-14.6.3(C)) (Technical Manual, Sections 2 & 9) Identify and describe the following: - Electrical services, including providing underground services - Existing and proposed connections for public utilities and required public utility upgrades - Sewer line connections
SITE DESIGN		
Yes	NA	Massing, Ventilations and Wind Impact (14-14.6.4(A)) Identify and describe the following: - Wind and ventilation impacts on adjoining structures and/or adjacent public spaces, including wind study, if applicable - Bulk, location, or height impacts on adjoining structures
Yes	NA	Shadows (14-14.6.4(B)), if applicable Provide shadow analysis of impacts on publicly accessible open space (Technical Manual, Section 11)
Yes	NA	Snow and Ice Loading (14-14.6.4(C)) Describe building design measures to prevent snow and ice from loading or falling onto adjacent properties or public ways
Yes	NA	View Corridors (14-14.6.4(D)), if applicable Describe any protection of designated view corridors (Portland Design Manual, Appendix. 1)
Yes	NA	Historic Resources (14-14.6.4(E)), if applicable Identify and describe the following: - The site's status as a designated landmark, within a historic district or historic landscape district, or within 100 feet of any designated landmark, historic district, or historic landscape district - Compliance with standards for preservation and documentation of archaeological resources

Yes	NA	Exterior Lighting (14-14.6.4(F)) Describe how the proposed site lighting will adhere to photometrics requirements as it relates to light trespass and full cutoff fixture design, pursuant to Technical Manual Section 12
Yes	NA	Noise and Vibration (14-14.6.4(G)) Provide data on noise levels for HVAC and other mechanical equipment, such as design specifications, to demonstrate consistency with state and federal noise emissions requirements as well as City code
Yes	NA	Signage and Wayfinding (14-14.6.4(H)), if applicable - Provide signage plan showing the location, dimensions, height and setback of all existing and proposed signs - Provide drawings of all commercial and directional signage on site
Yes	NA	Zone-Related Design Standards (14-14.6.4(I)) Address any applicable design review standards by zone, including compliance with Design Manual

MAJOR SITE PLAN DRAWINGS CHECKLIST

Please upload the following DRAWINGS with the listed details into e-Plan as separate pdfs.

All drawings must be submitted in a 24 x 36 sheet size.

BOUNDARY SURVEY (stamped by a Maine Licensed Surveyor and drawn as per Technical Manual Sec. 13)

SITE PLAN(S) (stamped by a Maine Licensed Professional Engineer) including:

All sheets – Include a title block with project title and the following information:

- Project street address
- Name and address of property owner & applicant
- Licensed design professional, incl firm that produced plans
- North arrow
- Date of preparation and revision history block
- Tax parcel (chart, block, and lot) number

Existing Conditions Plan with the following:

- Existing structures, with distance from primary building façade(s) to the property line
- Approximate location of structures on abutting properties
- All streets and intersections adjacent to the site
- Existing driveways, pedestrian ways, and bicycle infrastructure, including dimensions and materials
- Existing public transit infrastructure
- Existing vehicle & bicycle parking areas
- Existing utilities on site and within adjacent rights-of-way
- Existing grades (two-foot contours preferred)
- Location of water courses, wetlands, and vegetation, or other significant natural features
- Existing soil conditions and location of test pits and borings
- Zoning boundary lines, including overlays
- Location of all existing easements and rights-of-way

Proposed Site Plan with the following:

- Proposed structures, including distance from primary building façade(s) to property lines
- Ground floor area, and finished floor elevations for all buildings
- Any proposed geometric modifications to streets and intersections adjacent to site
- Location, dimensions and materials of all proposed driveways, vehicle, bicycle, & pedestrian access ways with corresponding curb lines
- Engineered specifications/ cross-sections for proposed driveways, sidewalks & paved areas
- Location and dimensions of proposed loading areas, including turning templates
- Proposed transit infrastructure with dimensions/ engineering specifications
- Location of vehicle and bicycle parking with dimensions and engineering specifications
- Location of all snow storage areas
- Exterior lighting (please see Technical Manual Sec. 12 for photometrics requirements)
- Location of fire hydrants

• Location of solid waste management receptacles • Location of all proposed HVAC and mechanical equipment, including proposed screening, where applicable • Location of proposed easements and rights-of-way, including dimensions • Please utilize color-coding and/or hatches and shading to delineate changes between the pre and post development condition as needed
UTILITY PLAN including:
• Proposed electrical infrastructure • Location, sizing and directional flows of all proposed sewer and stormwater infrastructure • Location and dimensions of off-premises public or publicly accessible infrastructure adjacent to site • Electric utility infrastructure
GRADING AND DRAINAGE PLAN including:
• Proposed grades • Proposed stormwater management measures meeting Technical Manual (Section 5) standards • Any proposed alteration of a watercourse or wetlands • Any groundwater protection measures • Proposed buffers and preservation measures for wetlands or significant natural features
LANDSCAPE PLAN including:
• Existing vegetation to be preserved and preservation measures • Proposed landscaping, screening, and street trees, including caliper widths for trees • Planting schedule, including street trees
ARCHITECTURAL PLANS AND RENDERINGS including:
• Exterior building elevations, color renderings, illustrations of all sides • Axonometric and street-level views for structures greater than three stories in height • Provide context drawings, if applicable (Design Manual, page 1) • Floor plans
CONSTRUCTION MANAGEMENT PLAN including:
• Specifics on traffic control, sidewalk sheds, and pedestrian rerouting • Include a drawing and written narrative
OTHER
• Details and cross-sections, as necessary

C. Right, Title, and Interest

Please refer to the attached Quitclaim Deed demonstrating the Applicant's Right, Title, Interest.



QUITCLAIM DEED WITH COVENANT

DLN: 1002140148972__

UNITY COLLEGE, a Maine non-profit corporation with a place of business in Unity, Maine, for consideration paid, grants to **54 YORK LLC**, a Maine limited liability company with a mailing address of One Long Wharf, Portland, Maine 04101, with quitclaim covenant, a certain lot or parcel of land, together with the buildings and improvements thereon located on York Street in **Portland, Cumberland County, Maine**, bounded and described as follows:

Beginning at the point of intersection of the southeast side line of York Street and the southwesterly side line of Maple Street; thence southerly along said side line of Maple Street one hundred twenty-five (125) feet; thence westerly on a line at right angles with the last mentioned line eighty-five (85) feet to a point; thence northwesterly on a line parallel with the line of Maple Street eighty (80) feet, more or less, to the aforesaid line of York Street; thence northeasterly along said line of York Street one hundred (100) feet, more or less, to the point of beginning; containing 8,712 square feet, more or less.

There is also conveyed a strip of land to be used as a passageway in common with Portland Terminal Company adjacent to the southeasterly side line of the above-described premises, commencing at said line of Maple Street and extending southwesterly with a uniform width of fifteen (15) feet, a distance of eighty-five (85) feet.

For Grantor's source of title, reference is made to the deed from Milliken Smith Inc., f/k/a Rufus Deering Company, to Unity College dated June 15, 2018 and recorded in the Cumberland County Registry of Deeds in Book 34935, Page 196.

[See next page for signature and acknowledgment.]

In witness whereof, Unity College has caused the foregoing instrument to be signed and sealed by its duly authorized President this 15 day of JUNE, 2021.

Witness:

Sarah E Newell

UNITY COLLEGE

By:

Melik Peter Khoury
Melik Peter Khoury, Its President
Duly Authorized

STATE OF MAINE

Waldo County

June 15, 2021

Personally appeared the above named Melik Peter Khoury, President of Unity College, and acknowledged before me the foregoing instrument to be his free act and deed in his said capacity and the free act and deed of said Unity College.

Sarah E Newell

Notary Public/Attorney at Law

Sarah Newell

Print or type name as signed

Portland, Maine



Yes. Life's good here.

Planning & Urban Development Department

Relevant Zone(s): B5B (URBAN COMMERCIAL
BUSINESS ZONING DISTRICT)

ZONING ANALYSIS**All Projects:**

	Required	Proposed
Lot Size	NONE	0.22 AC
Area Per Dwelling Unit	NONE	694 SF
Minimum Street Frontage	NONE	99' YORK
Front Yard Minimum	0	0'
Front Yard Maximum	10'	2.70'
Rear Yard	NONE	12.36'
Yard Right	NONE	7.67'
Yard Left	NONE	NONE
Side Street Setback	NONE	NONE
Step Back	NONE	NONE
Maximum Lot Coverage	NONE	78.6%
Minimum Lot Coverage	NONE	78.6%
Maximum Height	65'	45.17'
Open Space	NONE	3.7%
Maximum Impervious Area	NONE	96.3%
Pavement Setback	NONE	N/A
Floor Area Ratio	NONE	N/A
Off Street Parking Spaces	NONE	N/A
Loading Bays	N/A	N/A
Other 1		
Other 2		
Other 3		

Planned Residential Unit Developments (PRUD) Requirements

	Required	Proposed
Minimum Lot Size		
Minimum Lot Area per Dwelling		
Maximum # Units per Building		
Maximum Building Length		
Maximum Accessory Building Length		
Minimum Setbacks		
Minimum Building Separation		
Minimum Open Space		

Affordable Housing Density Bonuses (if applicable)

	Bonus Increase or Decrease	Maximum Allowable With Bonus	Proposed
Density			
Height			
Setback Reduction			
Recreation Space			
Maximum Accessory Building Length			
Minimum Setbacks			
Minimum Building Separation			
Minimum Open Space			
Explanatory Text 1 (optional):			
Explanatory Text 2 (optional):			
Explanatory Text 3 (optional):			

E. Summary of Written Easements

There is one existing easement identified on the Boundary & Topographic Survey dated September 23, 2021, by Owen Haskell, Inc.

- 1.) 15' Access Easement, recorded in the Cumberland County Registry of Deeds, Book 1555, Page 24.

There are no proposed easements as part of this redevelopment.



Standard to be Waived: Cite Ordinance or Technical Manual Standard	Cite Standard Language: Cite specific language of applicable Ordinance or Technical Manual Standard	Waiver Being Sought: Describe waiver being sought. Ex. – We are requesting a two-way parking lot drive aisle width of 20' feet.	Justification for Waiver: Address specific waiver criteria, if applicable, and document reasons for the waiver request.
N/A			

G. Financial Capacity

A letter from the Applicant's bank confirming financial capacity is attached to this section.





A Banking Force For Good



November 4, 2021

To Whom It May Concern

Androscoggin Bank has completed a preliminary review for the development of 54 York Street in Portland, Maine 04101 and of 54 York, LLC whose sponsor is Chris Dimillo.

The Bank deems Mr. Dimillo to have the financial capacity and experience to successfully finance the above-referenced property.

If you have any further questions please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink that reads 'Kevin M. Coyne'.

Kevin M. Coyne
Vice President, Commercial Lending
100 Middle Street
West Tower, Suite 303
Portland, Maine 04101
Office: 207-518-6326

H. Technical Capacity

54 York, LLC - The principal development team of 54 York consists of Christopher DiMillo, Principal, and Jay Hibbard, Director Of Development.

Christopher Dimillo is the Founder and President of DiMillo's Yacht Sales, DiMillo's Marina, and DiMillo's on the Chesapeake as well as several other business enterprises. Chris' real estate holdings include properties in Maine, Maryland, and New York State. Chris retains a variety of commercial, residential, mixed use and industrial properties throughout the region.

Jay Hibbard, Director of Development for 54 York is a seasoned Developer and Construction Manager with many years of professional experience in commercial, residential, mixed use, affordable housing, retail and hospitality projects in the Greater Portland area. Some notable projects Jay has contributed to include the redevelopment of the Historic Grand Trunk Railroad Building, the renovation of the Gosnell Memorial Hospice House in Scarborough, construction of CHOM Village Centre in Brewer, construction of Evo Kitchen Bar downtown as well as countless other multi-unit residential, retail and hospitality projects in Portland and beyond.

Other key members of the York St. team include:

Peter Chavonelle Jr., President and founder of Masonry Preservation Associates, an award-winning historic masonry consulting and restoration firm.

Robert Jacobs, of Jacobs Glass, Inc., a historical glazing and fenestration specialist.

Scott Hanson of MacRostie Historic Advisors, a Washington, DC based historical consulting firm specializing in National Parks Service rehabilitation projects in and around New England.

Combined, this team has been responsible for some of the most notable and award-winning redevelopment projects of historic buildings in the Greater Portland area and throughout the State of Maine.

Acorn Engineering specializes in providing urban redevelopment, civil/site design, environmental services, municipal consulting, and construction administration. Acorn Engineering, Inc has successfully designed and permitted more than 20 Minor/Major projects in Portland & Biddeford during the past 5 years, including 201 Federal Street, 52 Hanover Street, East Bayside Lofts, and The Hiawatha.

Caleb Johnson Studio is an Architecture Firm specializing in high-end commercial design of multifamily and mixed-use adaptive reuse, National Park Service tax credit projects, and new construction. Past commercial projects include 188 Lincoln Street in Lewiston, Higgins Beach Inn in Scarborough, 265 Main Street in Biddeford, and SeaWeed Co. in South Portland.



I. Conformity with Land Use Ordinance

The following outline is made in accordance with the City of Portland Code of Ordinances, Chapter 14 Land Use. Specifically, Article 14 Section 6 Site Plan Review Standards.

OVERVIEW

The proposed project has been designed to conform to City standards where possible as demonstrated in the following narrative.

(a) Transportation Standards

1. Impact on Surrounding Street Systems:

The project will not generate 100 or more cars during peak hour; therefore, a Traffic Movement Permit will not be required. The site is located on the corner of York Street and Maple Street. The property can be accessed directly via York Street or Maple Street, with an existing curb cut off Maple Street. The change of use is not anticipated to create any significant hazard to safety on the surrounding street network. Congestion of the intersections is not anticipated.

2. Access and Circulation:

a. Site Access and Circulation:

This project conforms with the design standards of Section 14.6.1.B as demonstrated in the following narrative:

- (i) All site access and internal circulation will be designed in accordance with the standards set forth in the Technical Manual.
- (ii) A sidewalk is existing along Maple Street and York Street and will provide safe access to the building entrances.
- (iii) Points of egress will be located to avoid conflicts with traffic flows
- (iv) The site does not feature drive up services as mentioned in this requirement.

b. Loading and Servicing:

- (i) The site has no existing loading areas. The existing driveway will serve as a loading and servicing area for the proposed redevelopment.

c. Curb and Sidewalks:

- (i) A sidewalk with curbing is existing on Maple Street and York Street. This project proposes minimal sitework and the sidewalk will remain undisturbed.



- (ii) Any disturbance of this sidewalk to accommodate the site will be rebuilt in conformance with Chapter 25 of the City's Code of Ordinances and the applicable design standards in the City's Technical Manual.
 - (iii) Not applicable.
 - (iv) Not applicable.
- 3. Public Transit Access:
 - a. The proposed development does not consist of 20 or more dwelling units or 20,000 square feet of commercial/institutional gross floor area.
 - b. Not applicable.
 - c. Not applicable.
- 4. Parking:
 - a. Vehicular parking:
 - (i) No off-street parking is required per Section 19 Off-Street Parking & Loading, Table 19-B.
 - (ii) A parking study is not required.
 - (iii) A parking study is not required.
 - b. Bicycle parking
 - (i) 8 Interior bicycling parking spaces are proposed as part of this project. 9 exterior bicycle racks are located adjacent to the building along Maple Street and will remain.
 - c. Snow Storage:
 - (i) Snow storamage will be provided at the rear of the existing driveway. The client will be responsible for the management of snow removal from the site, as necessary.
 - (ii) Snow storage shall not be located where it interferes with pedestrian walkways or stormwater management systems.
 - d. Electric Vehicle (EV) charging
 - (i) The development is in conformance with the EV standards provided in Section 1 of the Technical Manual.



5. Transportation Demand Management (TDM):

- a. A Transportation Demand Management plan is not required for this project.
- b. Not applicable.

(b) Environmental Quality Standards

1. Preservation of Significant Natural Features:

- a. There are no significant natural features on site
- b. Not applicable.
- c. Not applicable.

2. Landscaping Preservation:

- a. The project proposes limited disturbance to the site and no trees are anticipated to be removed.
- b. The project will be in conformance with the landscape preservation standards of the Technical Manual.
- c. No existing trees are anticipated to be removed as a part of this change of use project.
- d. Not applicable.
- e. Not applicable.

3. Site landscaping and buffers.

- a. Landscaping
 - (i) Not applicable
- b. Buffers
 - (i) All exterior solid waste receptacles as well as applicable utility structures will be adequately screened within the development and from adjoining properties.
 - (ii) Not applicable.
 - (iii) Not applicable
- c. Parking and vehicle display lot landscaping.



(i) Parking is not required as part of this project.

(ii) Not applicable.

(iii) Not applicable.

4. Street trees

- a. Following the landscaping and landscape preservation standards of the Technical Manual, a minimum of one tree per unit must be provided, planted in the City right of way unless otherwise approved and spaced thirty (30) to forty-five (45) feet on center. Maple Street and York Street both have existing street trees in front of the building, that will remain.
- b. Site- constraints exist that prevent the planting of required street trees in the city right-of-way. The review authority will look into allowing the applicable alternate options to count towards the street tree requirement, subject to the standards set out in the Technical Manual.

5. Water Quality, Stormwater Management and Erosion Control:

a. Stormwater

- (i) The drainage patterns will be maintained as they currently exist.
- (ii) Any stormwater that flows onto adjacent lots will not exceed the pre-development flows.
- (iii) The runoff from the site into the public way will not increase from the pre-development condition.
- b. A site-specific Stormwater Management Plan has been developed for the project to show compliance with Section 5 of the Technical Manual, including standards of MEDEP Chapter 500. Please refer to the Stormwater Management Report for this information.
- c. The development is not anticipated to pose a contamination risk to groundwater during or after construction. The project will be serviced by a public wastewater system.

(c) Public Infrastructure and Community Safety Standards

1. Consistency with City Master Plans:

- a. The project has been designed to be consistent with the City's Zoning Ordinance and off-site infrastructure.
- b. Please refer to Section E: Easements



2. Public Safety and Fire Prevention:

a. Public Safety Design

- (i) The proposed site incorporates natural surveillance and promotes authorized/appropriate access to the site.
- (ii) Access to the site will not change as part of this project.
- (iii) This area will promote a sense of ownership.

b. Emergency Access

- (i) Emergency Access to the site will not be affected as part of this project.

3. Public Utilities:

- a. Ability to Serve letters have been sent to the respective companies. Responses are forthcoming.
- b. The existing electrical service to the building is anticipated to remain as is.
- c. The existing sewer and stormwater infrastructure are anticipated to remain as is.
- d. The project will be served by connection to the public sewer system within Cumberland Avenue.
- e. Spaces allocated for solid waste storage can be seen on the Site Plan.

(d) Site Design Standards

1. Massing, Ventilation and Wind Impact:

- a. Please refer to Section O, Architectural Design Narrative.
- b. Please refer to Section O, Architectural Design Narrative.
- c. Please refer to Section O, Architectural Design Narrative.

2. Shadows:

- a. Not applicable.

3. Snow and Ice Loading:

- a. There will be no change to the existing exterior of the building.



4. View Corridors:
 - a. Please refer to Section O, Architectural Design Narrative.
5. Historic Resources:
 - a. There are no known archaeological resources on the site.
6. Exterior Lighting:
 - a. Site Lighting.
 - (i) Exterior lighting will be designed to meet the requirements of Section 12 of the Technical Manual. See Section N: Lighting for additional information.
 - (ii) Any lighting that may adversely impact the abutting residential properties will feature house-side shielding.
 - b. Architectural and Specialty Lighting.
 - (i) Final lighting design is still be coordinated with the lighting designer and will be forwarded upon receipt.
 - (ii) Final lighting design is still be coordinated with the lighting designer and will be forwarded upon receipt.
 - c. Street Lighting.
 - (i) No street lights are proposed at this time.
7. Noise and Vibration:
 - a. The HVAC system will meet the applicable state and federal emissions requirements and will also be screened and directed away from abutters.
8. Signage and Wayfinding:
 - a. Signage
 - (i) Not applicable.
 - (ii) Not applicable.
 - (iii) Not applicable.
 - (iv) Not applicable.
 - (v) Not applicable.



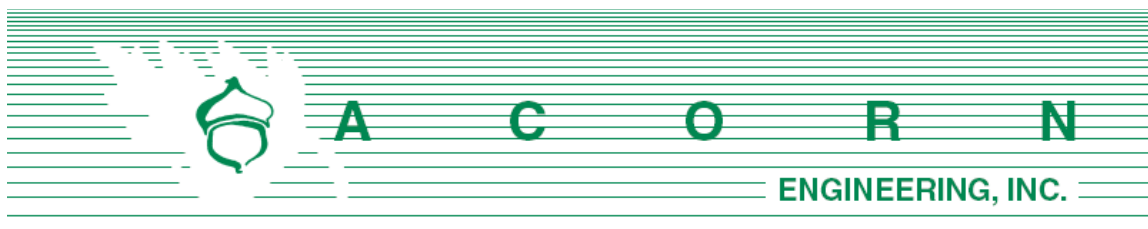
b. Wayfinding

- (i) All street and wayfinding signage shall meet the requirements of the Manual on Uniform Traffic Devices (MUTCD) and Chapter 25 of the City Code.

9. Design Standards:

- a. The project has been designed to meet the standards set forth in the B5b zone. Please refer to the Site Plan for more information on the Space & Bulk Standards.





STORMWATER MANAGEMENT **REPORT**

Prepared For:

**54 York Street LLC
400 Commercial Street
Portland, Maine 04101**

Prepared By:

**Acorn Engineering, Inc.
P.O. Box 3372
Portland, Maine 04104**



November 2021

INTRODUCTION

The project proposes to convert the existing 3-story building into a mixed-use development with (14) residential units, (2) commercial spaces, with associated storage, common areas, fitness room, bike room, and trash room. The project plans to improve pedestrian access throughout the site, enhance the existing landscape area, and add a 3'x3' splash pad to the existing downspout located to the rear of the building.

A stormwater analysis has been prepared to demonstrate that the project will meet the following requirements of the City of Portland (the City):

- City of Portland Land Use Ordinance Chapter 14, Article V. Site Plan Section 14-523. Required Approvals and Applicability (F) Level III Site Plan Review.
- City of Portland Technical Manual – Section 5 – Portland Stormwater Management Standards and Maine DEP Chapter 500 Stormwater Management.

The proposed project will not result in 1,000 sf of new impervious area or redevelops greater than 5,000 sf of existing non-roof impervious surface. Therefore, measures for treatment will not be required as part of this project.

SOILS

Onsite soil information includes the following:

- Soil Conservation Service Medium Intensity Soil Survey for Cumberland County

Given the soils information, listed above, no onsite wastewater is proposed, deep fills/cuts the applicant does not intend to perform a more intense hydric soil boundary delineation because of the waiver requirements set forth in the City of Portland Technical Manual – Section 7 – Soil Survey, Rev. 6/17/11;12/8/20 are met.

The area within and surrounding the project includes soils types listed in the table below. The susceptibility of soils to erosion is indicated on a relative “K” scale of values over a range of 0.02 to 0.69. Higher “K” values indicate more erodible soils.

Table 5 - “K” Value		
Soils Type	Subsurface	Substratum
Cut and Fill Land	-	-
Hinckley Loamy Sand	.17	.17

The soil “K” values for the soils, listed above, show a low susceptibility to erosion. The site’s susceptibility to erosion is from the Soil Conservation Service Medium Intensity Soil Survey for Cumberland County. Although soil “K” values for the soils show a low susceptibility to erosion, implementation of the proposed Erosion & Sedimentation Measures by the contractor will be of the utmost importance, given the embankment and downhill retaining wall.



A C O R N Engineering, Inc. • www.acorn-engineering.com
207-775-2655 • PO Box 3372 • Portland • Maine • 04104

Conclusion

The proposed project does not anticipate creating erosion, drainage or runoff problems for the development, the City, or abutting properties.



Soil Information for All Uses

Soil Properties and Qualities

The Soil Properties and Qualities section includes various soil properties and qualities displayed as thematic maps with a summary table for the soil map units in the selected area of interest. A single value or rating for each map unit is generated by aggregating the interpretive ratings of individual map unit components. This aggregation process is defined for each property or quality.

Soil Qualities and Features

Soil qualities are behavior and performance attributes that are not directly measured, but are inferred from observations of dynamic conditions and from soil properties. Example soil qualities include natural drainage, and frost action. Soil features are attributes that are not directly part of the soil. Example soil features include slope and depth to restrictive layer. These features can greatly impact the use and management of the soil.

Hydrologic Soil Group

Hydrologic soil groups are based on estimates of runoff potential. Soils are assigned to one of four groups according to the rate of water infiltration when the soils are not protected by vegetation, are thoroughly wet, and receive precipitation from long-duration storms.

The soils in the United States are assigned to four groups (A, B, C, and D) and three dual classes (A/D, B/D, and C/D). The groups are defined as follows:

Group A. Soils having a high infiltration rate (low runoff potential) when thoroughly wet. These consist mainly of deep, well drained to excessively drained sands or gravelly sands. These soils have a high rate of water transmission.

Group B. Soils having a moderate infiltration rate when thoroughly wet. These consist chiefly of moderately deep or deep, moderately well drained or well drained soils that have moderately fine texture to moderately coarse texture. These soils have a moderate rate of water transmission.

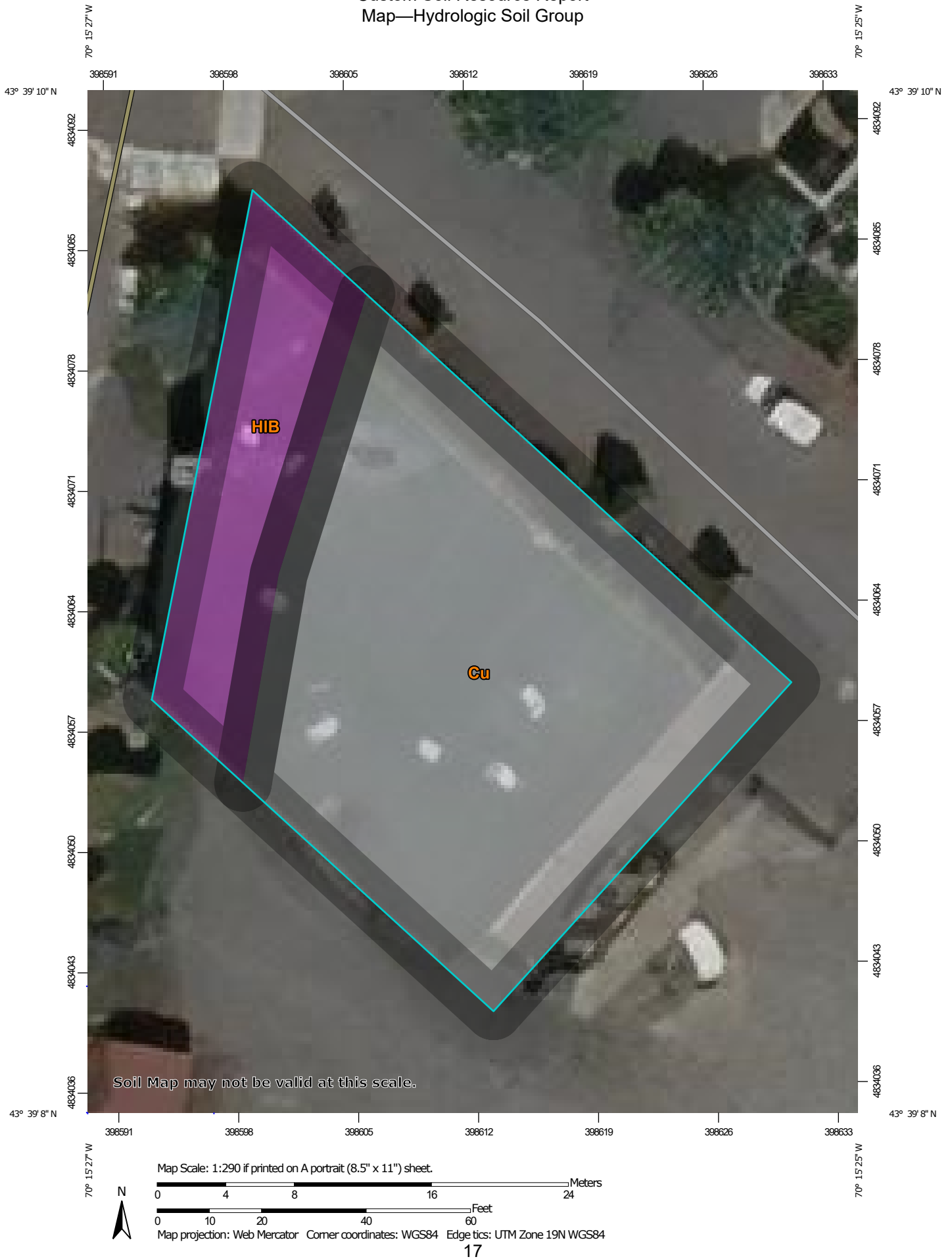
Custom Soil Resource Report

Group C. Soils having a slow infiltration rate when thoroughly wet. These consist chiefly of soils having a layer that impedes the downward movement of water or soils of moderately fine texture or fine texture. These soils have a slow rate of water transmission.

Group D. Soils having a very slow infiltration rate (high runoff potential) when thoroughly wet. These consist chiefly of clays that have a high shrink-swell potential, soils that have a high water table, soils that have a claypan or clay layer at or near the surface, and soils that are shallow over nearly impervious material. These soils have a very slow rate of water transmission.

If a soil is assigned to a dual hydrologic group (A/D, B/D, or C/D), the first letter is for drained areas and the second is for undrained areas. Only the soils that in their natural condition are in group D are assigned to dual classes.

Custom Soil Resource Report Map—Hydrologic Soil Group



MAP LEGEND

Area of Interest (AOI)

 Area of Interest (AOI)

Soils

Soil Rating Polygons

 A
 A/D
 B
 B/D
 C
 C/D
 D
 Not rated or not available

Soil Rating Lines

 A
 A/D
 B
 B/D
 C
 C/D
 D
 Not rated or not available

Soil Rating Points

 A
 A/D
 B
 B/D

 C
 C/D
 D
 Not rated or not available

Water Features

 Streams and Canals

Transportation

 Rails
 Interstate Highways
 US Routes
 Major Roads
 Local Roads

Background

 Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
 Web Soil Survey URL:
 Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Cumberland County and Part of Oxford County, Maine
 Survey Area Data: Version 18, Aug 31, 2021

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Data not available.

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Table—Hydrologic Soil Group

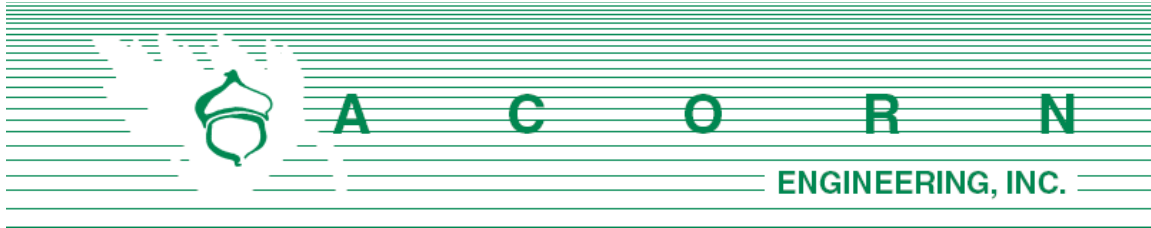
Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
Cu	Cut and fill land		0.2	78.3%
HIB	Hinckley loamy sand, 3 to 8 percent slopes	A	0.0	21.7%
Totals for Area of Interest			0.2	100.0%

Rating Options—Hydrologic Soil Group

Aggregation Method: Dominant Condition

Component Percent Cutoff: None Specified

Tie-break Rule: Higher



K. EROSION & SEDIMENTATION **CONTROL REPORT**

Prepared For:

**54 York Street LLC
400 Commercial Street
Portland, Maine 04101**

Prepared By:

**Acorn Engineering, Inc.
65 Hanover Street
Portland, Maine 04101**



November 2021



INTRODUCTION

The project proposes to convert the existing 3-story building into a mixed-use development with (14) residential units, (2) commercial spaces, with associated storage, common areas, fitness room, bike room, and trash room.

The following Erosion and Sedimentation Control Report was developed in accordance with the City of Portland Technical Manual – Section 5 – Portland Stormwater Management Standards and the Maine DEP Chapter 500 Stormwater Management Appendix A and B (1), Amended August 12, 2015. This narrative also meets the standards required in the Maine DEP's Erosion & Sediment Control BMP's Manual, revised in 2016.

1.0 EXISTING CONDITIONS

The proposed project site is located on York Street. A Boundary & Topographic Survey has been prepared by Owen Haskell, Inc dated September 24, 2021.

Abutting Uses:

- | | |
|------------------|-----------------|
| ➤ North B5b Zone | Parking Lots |
| ➤ East B5b Zone | Hotel & Motel |
| ➤ South B5b Zone | Hotel & Motel |
| ➤ West B3 Zone | Retail Services |

Nearly 100% of the existing site is comprised of rooftop and paved driveway. The site is relatively flat with grades dropping from west to east.

1.1 Existing Soils

Onsite soil information includes the following:

- Soil Conservation Service Medium Intensity Soil Survey for Cumberland County

Given the soils information, listed above, no onsite wastewater is proposed; the applicant does not intend to perform a more intense hydric soil boundary delineation because the waiver requirements set forth in the City of Portland Technical Manual – Section 7 – Soil Survey, Rev. 6/17/11;12/8/20 are met.

The area within and surrounding the project includes soil types listed in the table below. The susceptibility of soils to erosion is indicated on a relative “K” scale of values over a range of 0.02 to 0.69. Higher “K” values indicate more erodible soils.

Table 1 - “K” Value		
Soils Type	Subsurface	Substratum
Cut and Fill Land	-	-
Hinckley Loamy Sand	0.17	0.17



The soil “K” value for the soil, listed above, shows a low susceptibility to erosion. The site’s susceptibility to erosion is from the Soil Conservation Service Medium Intensity Soil Survey for Cumberland County. Although soil “K” values for the soils show a low susceptibility to erosion, implementation of the proposed Erosion & Sedimentation Measures by the contractor will be of the utmost importance given the sustained slope throughout the site.

1.2 Existing Erosion Problems

There are no signs of erosion.

1.3 Critical Areas

With minimal site work for the proposed project. There are no critical areas.

1.4 Protected Natural Resource

The client is not aware of the presence of any existing significant natural features located on the site as listed in Section 14-526 (b) 1. of the Land Use Code. The project is not located within a watershed classified as an Urban Impaired Stream by the Maine DEP.

1.5 Previous Construction Activity (5 years)

Acorn Engineering, Inc. is not aware of any construction related activities within the project limits within the past 5 years.

1.6 Timber Harvesting

Acorn Engineering, Inc. is not aware of any timber harvesting within the past five years.

2.0 EROSION CONTROL MEASURES AND SITE STABILIZATION

As part of the site development, the following temporary and permanent erosion and sedimentation control devices shall be implemented. Devices shall be installed as described in this report or within the plan set. See the Maine Erosion and Sediment Control Handbook for Construction: Best Management Practices for further reference.

2.1 Temporary Erosion Control Measures

The following temporary erosion and sedimentation control measures are planned for the project’s construction period:

- 2.1.1 Crushed stone stabilized construction entrances shall be placed at all access points to the project site where there are disturbed areas. The following specifications shall be followed at a minimum:



- Stone size shall be 2-3 inches or reclaimed or recycled concrete equivalent.
 - The thickness of the entrance stone layer shall be no less than 6 inches.
 - The entrance shall not be less than 20 feet wide, however not less than the full width of points where ingress or egress occurs. The length shall not be less than 50 feet in length.
 - Geotextile fabric (woven or non-woven) shall be placed over the entire entrance area.
 - The entrance/exit shall be maintained to the extent that it will prevent the tracking of sediment onto public roadways.
- 2.1.2 Sediment barriers shall be installed down gradient of any disturbed areas to trap runoff borne sediments until permanent stabilization is achieved. The silt fence or erosion control berm shall be installed per the details provided in the plan set and inspected before and immediately after each rainfall and at least daily during prolonged rainfall. Repairs shall be made if there are any signs of erosion or sedimentation below the fence line or berm. If there are signs of undercutting at the center or the edges, or impounding of large volumes of water behind the fence or berm, the barrier shall be replaced with a stone check dam.
- 2.1.3 Hay mulch including hydro seeding is intended to provide cover for denuded or seeded areas until revegetation is established. Mulch placed between April 15th and November 1st on slopes of less than 15 percent shall be covered by fabric netting and anchored with staples in accordance with the manufacturer's recommendation. Mulch placed between November 1st and April 15th on slopes equal to or steeper than 8 percent and equal to or flatter than 2:1 shall use mats or fabric netting and anchored with staples in accordance with the manufacturer's recommendation.
- 2.1.4 At any time of the year, all slopes greater than 3:1 shall be stabilized with Double Net Erosion Control Blanket Bionet SC150BN by North American Green or Approved Equal, or Erosion Control Mix Slope Protection as detailed within the plans.
- 2.1.5 York Street and Maple Street shall be swept to control mud and dust from the construction site as necessary. Add additional stone to the stabilized construction entrance to minimize the tracking of material off the site and onto the surrounding roadways.
- 2.1.6 During demolition, clearing and grubbing operations, stone check dams shall be installed at any areas of concentrated flow. The maximum height of the check dam shall not exceed 2 feet. The center of the check dam shall be 6 inches below the outer edges of the dam. The contractor shall mulch the side slopes and install stone check dams for all newly excavated ditch lines within 24 hours of their creation.



- 2.1.7 Silt fence stake spacing shall not exceed 6 feet unless the fence is supported with 14-gauge wire in which case the maximum spacing shall not exceed 10 feet. The silt fence shall be “toed” into the ground.
- 2.1.8 Storm drain inlet protection shall be provided to storm drains using any of the following: hay bale drop inlet structures, silt fence drop inlet sediment filter, gravel and wire mesh drop inlet sediment filter, or curb inlet sediment filter. Barriers shall be inspected after every rainfall event and repaired as necessary. Sediments shall be removed when accumulation has reached ½ the design height.
- 2.1.9 Dust control shall be accomplished using any of the following: water, calcium chloride, stone, or an approved MDEP product. Dust control shall be applied as needed to accomplish dust control.
- 2.1.10 Temporary loam, seed, and mulching shall be used in areas where no other erosion control measure is used. Application rates for seeding are provided at the end of this report.
- 2.1.11 Stockpiles shall be stabilized within 7 days of formation unless a scheduled rain event occurs prior to the 7-day window, in which case the stockpile shall be stabilized prior to the rain event. Methods of stabilization shall be mulch, erosion control mix, or erosion control blankets/mats. Silt fence or a wood waste compost filter berm shall be placed downhill of any soil stockpile location.
- 2.1.12 For disturbance between November 1 and April 15, please refer to winter stabilization plan in this report and the Maine Erosion and Sediment Control BMP manual for further information.
- 2.1.13 It is of the utmost importance that stormwater runoff and potential sediment from the construction site be diverted around the proposed underdrains until the trench is backfilled.

2.2 Permanent Erosion Control Measures

The following permanent erosion control measures are intended for post disturbance areas of the project.

- 2.2.1 All disturbed areas during construction, not subject to other proposed conditions, shall receive a minimum 4” of loam, limed, and mulched. Erosion control blankets or mats shall be placed over the mulch in areas noted in paragraph 4.1 of this report.
- 2.2.2 All stormwater devices shall be installed, and tributary areas stabilized prior receiving stormwater.
- 2.2.3 Refer to the Maine Erosion and Sediment Control BMP manual for additional information.



3.0 EROSION AND SEDIMENTATION CONTROL PLAN

3.1 The Erosion and Sedimentation Control Plan is included within the plan set.

4.0 DETAILS AND SPECIFICATIONS

4.1 Erosion Control Details and Specifications are included in the plan set.

5.0 STABILIZATION PLAN FOR WINTER CONSTRUCTION

Winter Construction consists of earthwork disturbance between the dates of November 1 and April 15. If a construction site is not stabilized with pavement, a road gravel base, 75% mature vegetation cover or riprap by November 15, then the site shall be protected with over-winter stabilization. Any area not stabilized with pavement, vegetation, mulching, erosion control mix, erosion control mats, riprap, or gravel base on a road shall be considered open.

The contractor shall limit the work area to areas that work will occur in during the subsequent 15 days and so that it can be mulched one day prior to a snow event. The contractor shall stabilize work areas prior to opening additional work areas to minimize areas without erosion control measures.

The following measures shall be implemented during winter construction periods:

5.1 Sediment Barriers

During frozen conditions, sediment barriers may consist of erosion control mix berms or any other recognized sediment barriers as frozen soil prevents the proper installation of hay bales or silt fences.

5.2 Mulching

All areas shall be considered to be denuded until seeded and mulched. Hay and straw mulch shall be applied at a rate of 150 lb. per 1,000 square feet or 3 tons/acre (twice the normal accepted rate of 75-lbs./1,000 s.f. or 1.5 tons/acre) and shall be properly anchored. Erosion control mix must be applied with a minimum 4-inch thickness. Mulch shall not be spread on top of snow. The snow shall be removed down to a one-inch depth or less prior to application. After each day of final grading, the area shall be properly stabilized with anchored hay or straw or erosion control matting. An area shall be considered to have been stabilized when exposed surfaces have been either mulched or adequately anchored so that ground surface is not visible through the mulch. Between the dates of November 1 and April 15, all mulch shall be anchored by either mulch netting, tracking or wood cellulose fiber. The cover will be considered sufficient when the ground surface is not visible through the mulch. After November 1st, mulch and anchoring of all exposed soil shall occur at the end of each final grading workday.



5.3 Soil Stockpiling

Stockpiles of soil or subsoil shall be mulched for over winter protection with hay or straw at twice the normal rate or with a four-inch layer of erosion control mix. This shall be done within 24 hours of stocking and re-established prior to any rainfall or snowfall.

5.4 Seeding

Between the dates of October 15th and April 1st, loam or seed shall not be required. During periods of above freezing temperatures finished areas shall be fine graded and either protected with mulch or temporarily seeded and mulched until the final treatment can be applied. If the date is after November 1st and if the exposed area has not been loamed, final grading with a uniform surface, then the area may be dormant seeded at a rate of 3 times higher than specified for permanent seed and then mulched.

Dormant seeding may be placed prior to the placement of mulch or erosion control blankets. If dormant seeding is used for the site, all disturbed areas shall receive 4" of loam and seed at an application rate of 5 lbs./1,000 s.f. All areas seeded during the winter shall be inspected in the spring for adequate catch. All areas insufficiently vegetated (less than 75% catch) shall be revegetated by replacing loam, seed and mulch. If dormant seeding is not used for the site, all disturbed areas shall be revegetated in the spring.

5.5 Over winter stabilization of disturbed soils

By September 15th, all disturbed soils on areas having a slope less than 15% shall be seeded and mulched. If the disturbed areas are not stabilized by this date, then one of the following actions shall be taken to stabilize the soil for late fall and winter:

- Stabilize the soil with temporary vegetation – By October 1st, seed the disturbed soil with winter rye at a seeding rate of 3lbs per 1,000 s.f., lightly mulch the seeded soil with hay or straw at 75 lbs per 1,000 s.f., and anchor the mulch with plastic netting. Monitor growth of the rye over the next 30 days. If the rye fails to grow at least three inches or fails to cover at least 75% of the disturbed soil before November 1st, then mulch the area for over-winter protection.
- Stabilize the soil with sod – Stabilize the disturbed soil with properly installed sod by October 1st. Proper installation includes pinning the sod onto the soil with wire pins, rolling the sod to guarantee contact between the sod and underlying soil, and watering the sod to promote root growth into the disturbed soil.
- Stabilize the soil with mulch – By November 15th, mulch the disturbed soil by spreading hay or straw at a rate of at least 150 lbs per 1,000 s.f. on the area so that no soil is visible through the mulch. Immediately after applying the mulch, anchor the mulch with plastic netting to prevent wind from moving the mulch off the disturbed soil.



5.6 Over winter stabilization of disturbed slopes

All stone-covered slopes shall be constructed and stabilized by November 15th. All slopes to be vegetated shall be seeded and mulched by September 1st. A slope is considered a grade greater than 15%. If a slope to be vegetated is not stabilized by September 1st, then one of the following action shall be taken to stabilize the slope for late fall and winter:

- Stabilize the soil with temporary vegetation and erosion control mats – By October 1st the disturbed slope shall be seeded with winter rye at a seeding rate of 3 lbs per 1,000 s.f. and then install erosion control mats or anchored mulch over the seeding. If the rye fails to grow at least three inches or fails to cover at least 75% of the slope by November 1st, then the contractor shall cover the slope with a layer of erosion control mix or with stone riprap.
- Stabilize the soil with sod – The disturbed slope shall be stabilized with properly installed sod by October 1st. Proper installation includes the contractor pinning the sod onto the slope with wire pins, rolling the sod to guarantee contact between the sod and underlying soil, and watering the sod to promote root growth into the disturbed soil. The contractor shall not use late-season sod installation to stabilize slopes having a grade greater than 3H:1V or having groundwater seeps on the slope face.
- Stabilize the soil with erosion control mix – Erosion control mix shall be properly installed by November 15th. The contractor shall not use erosion control mix to stabilize slopes having grades greater than 2H:1V or having groundwater seeps on the slope face.
- Stabilize the soil with stone riprap – Place a layer of stone riprap on the slope by November 15th. A registered professional engineer shall be hired to determine the stone size needed for stability on the slope and to design a filter layer for underneath the riprap.

6.0 INSPECTION AND MAINTENANCE

A person with knowledge of erosion and stormwater control, including the standards and conditions in the permit, shall conduct periodic visual inspections of installed erosion control measures. The frequency of inspection shall occur at least once every two weeks, as well as after a “storm event”. A “storm event” shall consist 0.5 inches of rain within a 24-hour period. The following Erosion and Sediment Control - Best Management Practices (BMP's) shall inspected in the manner as described.

6.1 Sediment Barriers

Hay bale barriers, silt fences and filter berms shall be inspected and repaired for the following if there are any signs of erosion or sedimentation below them. If there are signs of undercutting at the center or the edges of the barrier, or impounding of large volumes of water behind them, sediment barriers shall be replaced with a temporary



check dam. Should the fabric on a silt fence or filter barrier decompose or become ineffective prior to the end of the expected usable life and the barrier is still necessary, the fabric shall be replaced promptly. Sediment deposits should be removed when deposits reach approximately one-half the height of the barrier. Filter berms should be reshaped as needed. Any sediment deposits remaining in place after the silt fence or filter barrier is no longer required should be dressed to conform to the existing grade, prepared and seeded.

6.2 Stabilized Stone Construction Entrances

The exit shall be maintained in a condition that will prevent tracking of sediment onto public rights-of-way. When the control pad becomes ineffective, the stone shall be removed along with the collected soil material and redistributed on site in a stable manner. The entrance should then be reconstructed. The contractor shall sweep or wash pavement at exits, which have experienced mud-tracking on to the pavement or traveled way. When washing is required, it shall be done on an area stabilized with aggregate, which drains into an approved sediment trapping device. All sediment shall be prevented from entering storm drains, ditches, or waterways.

6.3 Mulched Areas

All mulches must be inspected periodically, in particular after rainstorms, to check for rill erosion. If less than 90% of the soil surface is covered by mulch, additional mulch shall be immediately applied. Nets must be inspected after rain events for dislocation or failure. If washouts or breakage occur, re-install the nets as necessary after repairing damage to the slope. Where mulch is used in conjunction with ornamental plantings, inspect periodically throughout the year to determine if mulch is maintaining coverage of the soil surface. Repair as needed.

6.4 Dust Control

When temporary dust control measures are used, repetitive treatment shall be applied as needed to accomplish control.

6.5 Stormwater Appurtenances

All underdrains, storm drains, and catch basins need to be operating effectively and free of debris.

6.6 Erosion and Sedimentation Control Inspections:

Acorn Engineering has personnel qualified to conduct Erosion and Sedimentation Control Inspections. For further information, contact:

Contact: Pete Heil, PE, CPESC
Telephone: (207) 775-2655



Qualifications:

- Maine Professional Engineering License #15318
- Maine DEP- Certified Third-Party Inspector
- Maine DEP – Certification in Inspection and Maintenance of Stormwater BMPs
- Certified Professional in Erosion and Sediment Control (CPESC) Cert. #7071

The Contractor has sole responsibility for complying with the Erosion and Sedimentation Report/Plan, including control of fugitive dust. The Contractor shall be responsible for any monetary penalties resulting from failure to comply with these standards.

7.0 IMPLEMENTATION SCHEDULE

The following implementation sequence is intended to maximize the effectiveness of the above described erosion control measures. Contractors should avoid overexposing disturbed areas and limit the amount of stabilization area.

1. Install a stabilized construction entrance in all locations where construction traffic will enter and exit the site.
2. Install perimeter silt fence or erosion control berm.
3. Commence installation of drainage infrastructure.
4. Install all other erosion control devices as necessary throughout the remainder of this schedule.
5. Commence earthwork operations, associated with the roadway construction.
6. Commence installation of utilities.
7. Continue earthwork and grading to subgrade as necessary for construction.
8. Complete installation of drainage infrastructure, as well as other utility work.
9. Complete remaining earthwork operations.
10. Install sub-base and base gravels in paved areas.
11. Install paving, curbing and brickwork.
12. Loam, lime, fertilize, seed and mulch disturbed areas and complete all landscaping.
13. Once the site is stabilized, 90% catch of grass has been obtained, or mulching of landscape areas is complete, remove all temporary erosion control measures.
14. Touch up areas without a vigorous catch of grass with loam and seed.
15. Complete site signage and striping.
16. Execute proper maintenance of all temporary and permanent erosion control measures throughout the project.

The above implementation sequence should be generally followed by the site contractor. However, the contractor may construct several items simultaneously. The contractor shall submit to the owner a schedule of the completion of the work. If the contractor is to commence the construction of more than one item above, they shall limit the amount of exposed areas to those areas in which work is expected to be undertaken during the following 30 days.



The contractor shall re-vegetate disturbed areas as rapidly as possible. All areas shall be permanently stabilized within 7 days of final grading or before a storm event. The contractor shall incorporate planned inlets and drainage systems as early as possible into the construction phase.

8.0 CONCLUSION

The above erosion control narrative is intended to minimize the development impact by implementing temporary and permanent erosion control measures. The contractor shall also refer to the Maine Erosion and Sediment Control BMP manual for additional information.

9.0 ATTACHMENTS

- Temporary Seeding Plan
- Permanent Seeding Plan



TEMPORARY SEEDING PLAN

Site Preparation

The seeded areas shall be feasibly graded out to provide the use of equipment for seedbed preparation, seeding, mulch application, and mulch anchoring. If necessary, the site may require additional temporary erosion control measures outlined in the Erosion Control report.

Seedbed Preparation

Fertilizer shall be applied to the site at a rate of 13.8 pounds per 1,000 square feet. The composition of the fertilizer shall be 10-10-10 (N-P₂O₅-K₂O) or equivalent.

Limestone shall be applied to the site at a rate of 138 pounds per 1,000 square feet.

Seeding

The composition and amount of temporary seed applied to a site shall be determined by the following table:

Seed	Pounds / 1,000 S.F.	Recommended Seeding Dates
Winter Rye	2.57	Aug-15 to Oct-1
Oats	1.84	Apr-1 to Jul-1 Aug-15 to Sep-15
Annual Ryegrass	0.92	Apr-1 to Jul-1
Sudangrass	0.92	May-15 to Aug-15
Perennial	0.92	Aug-15 to Sep-15

Mulching

Mulch shall be applied at a rate of 70 lbs – 90 lbs per 1,000 square feet. The mulch shall be installed at a minimum depth of 4 inches. The seeded area shall be mulched immediately after seed is applied. Mulching during the winter season shall be double the normal amount.

Conclusion

Please refer to the Maine Erosion and Sediment Control BMP manual for additional information pertaining to temporary seeding and mulching.



PERMANENT SEEDING PLAN

Site Preparation

The seeded areas shall be feasibly graded out to provide the use of equipment for seedbed preparation, seeding, mulch application, and mulch anchoring. If necessary, the site may require additional temporary erosion control measures outlined in the Erosion Control report.

Seedbed Preparation

Fertilizer shall be applied to the site at a rate of 13.8 pounds per 1,000 square feet. The composition of the fertilizer shall be 10-10-10 (N-P₂O₅-K₂O) or equivalent.

Limestone shall be applied to the site at a rate of 138 pounds per 1,000 square feet.

Seeding

The composition and amount of permanent seed applied to a site shall be determined by the following table:

Seed	Pounds / 1,000 S.F.
Kentucky Bluegrass	0.46
Creeping Red Fescue	0.46
Perennial Ryegrass	0.11
Total	1.03

Mulching

Mulch shall be applied at a rate of 70 lbs – 90 lbs per 1,000 square feet. The mulch shall be installed at a minimum depth of 4 inches. The seeded area shall be mulched immediately after seed is applied. Mulching during the winter season shall be double the normal amount.

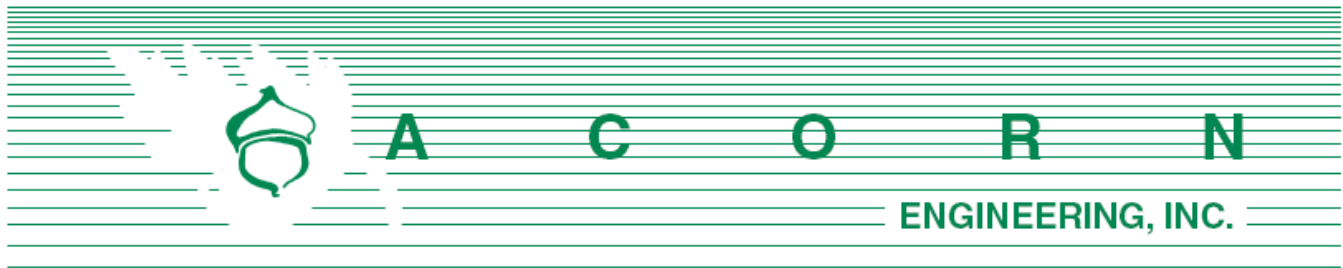
Recommendations

Permanent seeding is recommended to be completed in the spring. Later summer seeding is allowed if completed prior to September 1st. If seeding cannot be accomplished during the periods recommended for permanent seeding, then the contractor shall perform temporary seeding per the temporary seeding plan.

Conclusion

Please refer to the Maine Erosion and Sediment Control BMP manual for additional information pertaining to permanent seeding and mulching.





Chief Gautreau
City of Portland Fire Department
380 Congress St.
Portland, ME 04101

November 12, 2021

Subject: 54 York Street – Fire Department Checklist
Section L of Application

On behalf of 54 York LLC, the design team is pleased to respond to the Portland Fire Department Site Review Checklist.

1. Name, address, telephone number of applicant:

54 York LLC (Attn: Jay Hibbard)
400 Commercial St
Portland, ME 04101
207-232-8749

2. Name address, telephone number of architect:

Caleb Johnson Studio
110 Exchange Street
Portland, Maine 04101
207-825-2456

3. Proposed uses of any structures [NFPA and IBC classification]

NFPA: Apartment & Business / IBC: R-2 & Business

4. Square footage of all structures, including decks [total and per story]

Existing Building		
Total	Approx. 23,662	Sf
1st Floor	7,624	Sf
2nd Floor	7,624	Sf
3rd Floor	7,624	Sf
Roof	790	Sf

5. Elevation of all structures

The existing 3-story structure's height will not change as a result of this project. This height is below the allowable 65 feet within the B-5b zoning district. Please refer to the building elevations provided by the Architect for additional information.

6. Proposed fire protection of all structures

The building will have a sprinkler system per code. Fire flows and requirements for system storage or booster pumping are subject to the fire designer which will be performed prior the request for a building permit.

7. Hydrant locations

- a. An existing hydrant is located north of the existing building just across Maple Street. Hydrant flow data from the Portland Water District once received may be made available to the Fire Department upon request.

8. Water main size and location

The existing water service connection to the existing 6" water main within York Street is expected to remain as part of this project.

9. Access to all structures [min. 2 sides]

Access to the structure is provided directly on York Street. Additionally, the site is accessible from Maple Street.

10. The Architect has provided a code summary (attached).

NFPA 1 – Chapter 18 Fire Department Access and Water Supply

18.2 Fire Department Access:

- York Street: Variable Width
- Maple Street: 49.5 feet

Per NFPA 1 – Chapter 18.2.3.3.1, there will be public street access within 50 feet of at least one exterior door. Per NFPA 1 – Chapter 18.2.3.2.2.1, all first story floors shall be located not more than 450 feet from a Fire Department access road.

City of Portland Technical Manual – Section 3 Public Safety

3.4.1 Every dead-end roadway more than one hundred fifty (150') feet in length shall provide a turnaround at the closed end. Turnarounds shall be designed to facilitate future street connectivity and shall always be designed to the right (refer to Figure I-5).

Response: The existing access to the site will remain the same as a result of this project.

3.4.2 Where possible, developments shall provide access for Fire Department vehicles to at least two sides of all structures. Access may be from streets, access roads, emergency access lanes, or parking areas.



Response: Access to the structure is provided directly on York Street. Additionally, the site is accessible from Maple Street.

3.4.3 Building setbacks, where required by zoning, shall be adequate to allow for emergency vehicle access and related emergency response activities and shall be evaluated based on the following factors:

- *Building Height.*
- *Building Occupancy.*
- *Construction Type.*
- *Impediments to the Structures.*
- *Safety Features Provided.*

Response: The proposed development layout has contemplated emergency access conditions and provides for safe and efficient access along the public street for emergency vehicles.

3.4.4. Fire Dept. access roads shall extend to within 50' of an exterior door providing access to the interior of the structure.

Response: The building will be provided with exterior doors that will be within 50' of a Fire Department access route, namely York Street.

3.4.5. Site access shall provide a minimum of nine (9) feet clearance height to accommodate ambulance access.

Response: The proposed site maintains the required clearance height of nine feet in all cases.

3.4.6. Elevators shall be sized to accommodate an 80 x 24-inch stretcher.

Response: The elevators will be sized to accommodate an 80 x 24 stretcher, per the Architect's designs.

3.4.7. All structures are required to display the assigned street number. Numbers shall be clearly visible from the public right of way.

Response: The site address is 54 York Street, of which the street number will be clearly visible from the public right of way.

Thank you for your review. Please let me know if you have any additional questions or comments.
Sincerely,



Peter F. Heil, P.E.
Project Manager
Acorn Engineering, Inc.



11/3/2021				CALEB JOHNSON STUDIO	
54 York Street, Portland, ME 04101					
Regulatory Review prepared by Caleb Johnson Studio (License # ARC-4209)					
APPLICABLE CODES:					
City of Portland, Maine Code of Ordinances		Maine Uniform Building and Energy Code (MUBEC)			
2017 NFPA 70 - National Electrical Code		2015 International Residential Code (IRC)			
2018 NFPA 101 - Life Safety Code		2015 International Building Code (IBC), incl Chapter 11 for Accessibility			
The Maine Subsurface Wastewater Disposal Rule		2015 International Existing Building Code (IEBC)			
The Maine State Plumbing Code (UPC 2015)		2021 International Energy Conservation Code (IECC)			
2018 NFPA 1 Fire Code		2015 Uniform Plumbing Code			
		2007 ASHRAE 62.1 - Ventilation for Acceptable Indoor Air Quality			
		2007 ASHRAE 90.1 - Energy Standard for Buildings except Low Rise Residential Buildings			
CODE REVIEW SUMMARY:					
PORTLAND ZONING ORDINANCE REVIEW:					
ITEM #	ITEM	CITY OF PORTLAND, MAINE CODE OF ORDINANCES (Chapter 14 Land Use Code)			
		SECTION	REQUIREMENT/DESCRIPTION	PROPOSED COMPLIANCE	
0.1	ZONING USE STANDARDS				
	Parcel ID	042 A007001			
	Zoning Map	14-246	B5b - Downtown Business Zone	To provide areas of the peninsula near the downtown where a mixture of uses, including marine, industrial, commercial, and residential, is encouraged. The B- 5 and B-5b zones are characterized by larger underdeveloped lots with great potential for denser, clustered, urban mixed-use development and more efficient reuse of existing land and buildings. It is anticipated that the dense, mixed-uses of the B-5 and B-5b zones will rely on a shared infrastructure system, including service alleys, parking lots, public transportation facilities, stormwater management, and driveways.	
	Existing Zoning Use		Institutional		
	Proposed Zoning Use		Mixed Use - Multifamily Residential	Use is allowed	
0.2	NOTABLE DIMENSIONAL REQUIREMENTS				
	Height	Table 7-E	65'	No changes proposed	
0.3	HISTORIC REQUIREMENTS				
	Historic District		Old Port	Minimal exterior improvements proposed. Project Requires Certificate of Appropriateness from City of Portland.	
0.4	OTHER REQUIREMENTS				
	Parking	19-A	Multifamily: 1 space per dwelling unit Retail: 1 space/200sf above 2,000sf	Per Table 19-B No off-street parking in excess of that existing on or servicing the lot as of March 15, 1999 shall be required.	
	Impact Fees	16-A	New use = Mixed use - Multi-family & Retail: Parks and Rec Fee is \$804 per Res. unit (14) + \$571 per 1000gsf retail (1621sf) + \$724 per 1000gsf office (1,093sf)= \$12,824 Transportation Impact Fee is \$1,094 per Res. unit (14) + \$8,871 per 1000gsf retail (1621sf) + \$2,993 per 1000gsf office (1093) = \$32,688 Previous use = Institutional: Parks and Rec Fee = \$689 per 1000gsf (22,770sf) = \$15,847 Transportation Impact Fee = \$3,294 per 1000gsf (22,770sf) = \$75,762	Per change if use provisions for impact fees, the impact fees are calculated as the difference between the existing use and the new use. Parks and Rec = \$12,824 - \$15,847= \$0 owed Transportation = \$32,688 - \$75,762 = \$0 owed	
		16-B	Existing Water Meter: 6in. = NA	Existing building service appears adequate for building requirements.	
	Street Trees	4.6	Multifamily: 1 tree per Unit	Where Street Tree requirements are not able to be met the developer will follow Section 4.6.4 Street Tree Alternatives in the City of Portland Technical Manual	
	Inclusionary Zoning	18.2.3.B/ 18.2.3. C.2	Applicable to change of use creating 10+ Residential Units. Atleast 25% of the units in the proect shall meet the definition of workforce housing units for sale or rent as defined in Article 3 or pay fee-in-lieu.	(4) Affordable units will be provided to satisfy the 25% requirement. IZ units are indicated in plans.	
LIFE SAFETY CODE REVIEW BY SECTION: IBC and NFPA 101					
ITEM #	ITEM	MUBEC / 2015 IBC		2018 NFPA 101 - Life Safety Code (Portland)	
		SECTION	REQUIREMENT/CONDITION	SECTION	REQUIREMENT/CONDITION
0.5	EXISTING BUILDING				PROPOSED COMPLIANCE/COMMENTARY
	Alterations: Level 3	Chapter 8 IEBC	The reconfiguration of space at more that 50% of the floor area and change of use		
	Change of Use				

1.0 USE AND OCCUPANCY						
	Primary: Residential (R-2)	310.4 309	Primary: Residential (R-2), Floors 1-2 Other Uses: Business, Floor 1 Lower Level: S-2 Storage for Res. Units above, Mercantile (M)	30 36 42	New Apartment Buildings New Merchantile Occupancies Storage Occupancies	
				6.1.14.2.2	Mixed Occupancy	
				Hazard Class 6.2.2.2	Ordinary Hazard	
2.0 CONSTRUCTION TYPE & GENERAL BUILDING HEIGHT AND AREA LIMITATIONS						
	Construction Type	Table 602	Type IIIB	Table A. 8.2.1.2	Type III-200	Building is typical of other buildings in the Old Port. Load bearing masonry party walls and wood-framed floors and roof
	Area Limitation	Table 506.2	R-2: 16,000 SF per story (sprinklered with NFPA 13R)	NFPA 5000 7.4.1	NFPA 5000 Table not adopted by Maine State Fire Marshal Office	Typical Floor plate is 7,590sf
	Height Limitation	Table 504.3	R-2: 75 Feet (sprinklered)	NFPA 5000 7.4.1	NFPA 5000 Table not adopted by Maine State Fire Marshal Office	Building Height will remain unchanged
	Story Limitation	Table 504.4	R-2: 4 Stories (sprinklered)	NFPA 5000 7.4.1	NFPA 5000 Table not adopted by Maine State Fire Marshal Office	Building will remain unchanged at 3 stories
3.0 BUILDING SEPARATION & EXPOSURE PROTECTION						
	Exterior Walls: Load Bearing & Non-load Bearing	602, Type IIIB	A: Distance $X < 5\text{ft} = 1\text{ Hour}$ A: Distance $5 \leq X < 10\text{ft} = 1\text{ Hour}$ A: Distance $10 \leq X < 30\text{ft} = 1\text{ Hour}$ A: Distance $X \geq 30\text{ft} = 0\text{ Hour}$	NFPA 220, Table 4.1.1	NFPA 220 Table not adopted by Maine State Fire Marshal Office	
	Exterior Openings	Table 705.8 Sprinklered	Distance 0 to less than 3 = NP Distance 3 to less than 5 = 15% Distance 5 to less than 10 = 25% Distance 10 to less than 15 = 45% Distance 15 to less than 20 = 75% Distance 20 to less than 25 = No Limit Distance 25 to less than 30 = No Limit Distance 30 or greater = No Limit			
	Separation of Occupancies	Table 508.4	1 Hr Required between R and M uses when Sprinklered; 1 Hr Required between R and S-2 uses when Sprinklered , 1Hr Required between R and B uses when Sprinklered.			Provided
	Dwelling Unit Separation	420.2 / 420.3 / 508.4	Separation Walls: no less than 1.0hr Horizontally: no less than 1.0hr			Provided
	Separation	508.4	1 hr between tenant spaces			Provided
	Accessory Use Separation	508.2.4	No separation is required between accessory uses and the main occupancy			
4.0 FIRE RESISTANCE RATING REQUIREMENTS FOR BUILDING ELEMENTS						
	Primary Structural Frames, Interior Bearing Wall, Non-bearing Exterior Walls, Non-bearing Interior Walls, Floor Construction and Secondary Members, Roof Construction and Secondary Members	Table 601, III-B	0 hr	Table A. 8.2.1.2	NFPA 5000 Table not adopted by Maine State Fire Marshal Office, there is no construction type table within NFPA 101 for "Industrial" use	
	Exterior Bearing Wall	Table 601, III-B	2 hr			
5.0 FIRE AND SMOKE PROTECTION FEATURES						
	Automatic Sprinkler Systems	903 / 903.2.8	Required due to new R use		Required due to multiple factors	New NFPA13 system provided
	Corridor Construction	1020.1	0.5 hr in sprinklered buildings where occupant load is greater than 10 occupants			Provided
	Exit Enclosure	1022.1	1 Hour connecting 3 stories or less 2 Hours connecting 4 stories or more		1 Hour connecting 3 stories or less 2 Hours connecting 4 stories or more	
	Manual Fire Alarm System	907.2.9.1	A manual fire alarm system is not required as building is less than 3 stories and there are less than 16 units.	30.3.4	Not Required in New Apartment Buildings as building is less than 4 stories in height	Provided throughout due to mixed use occupancies
	Smoke Alarms	907.2.11.2	Single and multiple interconnected stations shall be installed on the ceiling or wall outside each separate sleeping area in the immediate vicinity of bedrooms, in each room used for sleeping purposes and in each story of a dwelling unit including basements. Also, per 907.2.11.4 Smoke Alarms shall be installed not less than 3' away from the door or opening of a bathroom that contains a bathtub or shower	30.3.4.5	Required in accordance with 9.6.2.10	Provided

	Carbon Monoxide Detectors	915.2.1/915.2.2	CO detection shall be installed in dwelling units outside each sleeping area in the immediate vicinity			
	Fireblocking in concealed spaces	718.1	Required with R use			
	Standpipe	905.3.1	Not required when floor level of highest story is less than 30' above local fire department vehicle access			IEBC 2015 Section 804.3 - not required if work area is less than 50' above FD access.
6.0	MEANS OF EGRESS					
	Occupant Load	Table 1004.1.1	200sf per person gross in Residential 100sf per person gross in Business Areas 60sf per person gross in Mercantile Areas	7.3.1.2	200sf per person gross in Residential 100sf per person gross in Existing Business Uses	132 Total Occupants calculated, see Life Safety Plans
	Egress Width per Occupant	1005.1	.3" per person Stairways .2" per Person Horizontal	7.3.3.1	.3" per person Stairways .2" per Person Horizontal	Minimum widths provided throughout
	Minimum Door Widths	1010.1.1	32" Minimum Clear Width	7.2.1.2.3	32" Minimum Clear Width	Minimum widths provided throughout
	Corridor/Stair Width	1011.2/ Table 1020.2	44" min when occupancy > 50 36" min when occupancy < 50	12.2.3.8	44" min when occupancy > 50 36" min when occupancy < 50	Minimum widths provided throughout
	Spaces with One Exit or Exit Access Doorway (Sprinklered) / Common Path	Table 1006.2.1	R-2: 125 Feet with sprinkler	30.2.5.3.2	No common path of travel shall exceed 50ft in buildings protected with an automatic sprinkler system. Travel within a dwelling unit shall not be included when determining common path of travel.	Provided. Refer to Life Safety Plan.
	Minimum Number of Exits per Occupancy Type	Table 1006.3.2 (1)	Two exits required in three story apartment buildings with 4+ units per floor.	30.2.4.4.1	Two exist are required where the total unit count per floor exceeds 4.	Two exit stair enclosure provided to serve all apartments. All apartments are equipped with a secondary escape and rescue opening. All NFPA conditions are met in building design.
	Travel Distance (Sprinklered)	Table 1017.2	Section 1017 of IBC is not adopted by the State of Maine per MUBEC amendment	Table A.7.6	Residential: 325 Feet Business: 300 Feet	Provided. Refer to Life Safety Plan.
	Dead End Corridors (Sprinklered)	1020.4	R-2 & B: 50 Feet max (per exception 2)	Table A.7.6	Residential: 50 Feet Business New: 50 Feet	Provided. Refer to Life Safety Plan.
	Exit Separation (Sprinklered)	1007.1.1	1/3 the diagonal of room served	7.5.1.3.2	1/3 the diagonal of room served	Not Applicable as building is served by one exit. Refer to Life Safety Plan.
	Means of Egress Illumination	1008.1	Required in all spaces outside of dwelling units	7.8	Required in New Apartment Buildings	Provided. Refer to Life Safety Plan.
	Exit Discharge	1028.1	Exits shall discharge directly to the exterior	7.7		Exits direct to the exterior provided at exit stairways. Refer to Life Safety Plan.
	Exit Signs	1013.1	Exit signs provided	7.10.1.2.1	Exits...shall be marked by an approved sign	Existing signs provided.
	Emergency Escape and Rescue	1030	Required in single exit apartment buildings			Provided by way of windows in bedrooms, see window schedule
7.0	SPECIAL OCCUPANCY REQUIREMENTS					
	Mechanical Rooms		N/A		N/A	
	Storage Rooms with Hazardous Material		N/A	12.3.2.1.2.1	1 Hour or Automatic Extinguishing System and smoke partition	Provided
	Elevator shafts		N/A	9.4 / ASME A17.1		
	Hoistway Opening Protection	3006.2	Hoistway door opening protection for hoistways serving more than 3 stories.			Hoistway does not serve more than 3 stories
8.0	STAIRWAYS					
	Stairway Width	1011.2	44" Min (36" min. for <50 Occupants)	7.2.2.2.1.2	44" Min (36" min. for <50 Occupants)	See stair details and sections for more info
	Stair Dimensions	1011.5.2	Risers shall be 7" max (4" min) and treads shall be 11" min			See stair details and sections for more info
	Headroom	1011.3	Not Less than 80" (6'-8")			Provided
	Handrails	1011.11	Handrails required on both sides	7.2.2.4.1.1	Handrails required on both sides	Provided
	Handrail Height	1014	34" min and 38" max above stair tread nosing	7.2.2.4.4.1	34" min and 38" max above stair tread nosing	Provided
	Handrail Graspability	1014.3	Must comply with Type I or Type II			Provided
	Handrail Extensions	1014.6	must extend 12" beyond top riser and depth of 1 tread beyond bottom riser and also return to wall	7.2.2.4.4.10	must extend 12" beyond top riser and depth of 1 tread beyond bottom riser	Provided
	Guard Rails	1015.1	Required on landings > 30" high, guard height required to be min 42" high in all common areas; 36" within dwelling units of R-2 Occupancies			Provided
9.0	INTERIOR ENVIRONMENT REQUIREMENTS					
	Ventilation	1203.1	Required to follow International Mechanical Code (not adopted by the State of Maine) Refer to ASHRAE 62.1 2015			

	Minimum Ceiling Heights	1208.2	Not Less than 7'-6" in occupiable spaces, 7'-0" in bathrooms, kitchens, storage rooms				Provided
	Sound Transmission	1207.2/1207.3	Minimum STC separating dwelling units: 50 Minimum IIC separating dwelling units: 50				
INTERNATIONAL ENERGY CONSERVATION CODE (2021 IECC Code Standard Adopted by the State of Maine and City of Portland)							
	Climate Zone	301.1 IECC	6A				
	Commercial Buildings	502.2(1) IECC	Scope to comply with Commercial Energy Code where new additions are proposed or where thermal improvements are considered within the scope of work				
			Commercial Roof with insulation at Rafters = R-49 Commercial Mass Wall = R-15.2ci (Group R)				Per 2021 IECC New building envelope assemblies that are part of the alteration shall comply with insulation requirements. All existing building envelope assemblies to remain.
ACCESSIBILITY CODE REVIEW SECTION: 2015 IBC Chapter 11 / 2017 ANSI A117.1							
	Accessibility Compliance Summary	Title III	Maine Accessibility guidelines per the Maine Human Rights Act, which is based on 2010 ADA Standards of Accessible Design published by the Department of Justice				
	Accessible Path		All spaces are served by an Accessible path and an elevator is provided to serve all floors.				
	Federal Fair Housing Act		When a building contains 4 or more dwelling units all units are subject to Fair Housing Act Standards also regarded as ANSI A117.1 Type "B" minimally-accessible units. The intention that these units are "adaptable" in the future in the event the occupant becomes permanently or temporarily disabled. This is required per section 233.1 of the 2010 ADA Standards for residential facilities. Examples of "Type B" unit requirements: Min clear width of 32" for entry doors Min clear width of 31 3/4" for interior doors of passage Lever hardware on doors Light switches, electrical outlets, thermostats and other environmental controls at accessible mounting heights Min floor and maneuverability clearances in bathrooms/kitchens Blocking provided in bathrooms/showers for potential future grab bars				

M. Calculation of Wastewater Flowrate for 54 York Street Redevelopment

The project proposes to convert the existing 3-story building into a mixed-use development with (14) residential units, (2) commercial spaces, with associated storage, common areas, fitness room, bike room, and trash room.

Based upon the Section 4 of the Maine Subsurface Wastewater Disposal Rules, the project anticipates the following daily flows:

Estimate of Anticipated Daily Flows				
Development	Unit Size	Number of Units	Gallons per Day per Unit	Total Gallons per Day
Existing Flow to be Removed				
*Baxter Academy	-	-	-	443
Total Gallons per Day (Existing to be removed)				443
New Flow				
Residential Units	1-Bedroom	10	120 GPD / Unit	1,200
Residential Units	2-Bedroom	4	180 GPD / Unit	720
Commercial	2 Restrooms / 2 Employees	2	325 GPD / Toilet + 12 GPD / Employee	674
Commercial	1 Restrooms / 2 Employees	2	325 GPD / Toilet + 12 GPD / Employee	349
Total Gallons per Day (Proposed)				2,943
Net Change				2,500
* Value obtained from PWD meter usage data for Baxter Academy from 2014-2018; Meter usage data measured in HCF (hundred cubic feet) converted to average GPD.				

As seen above, the project anticipates an increase in daily flow of approximately 2,500 gallons. Please see attached for the formal application template.



CITY OF PORTLAND WASTEWATER CAPACITY APPLICATION

Portland Dept. of Public Works -
Water Resources
55 Portland Street,
Portland, Maine 04101-2991



Bradley Roland, P.E.
Water Resources Division
Department of Public Works
55 Portland Street
Portland, ME 04103

Date: 10/21

1. Please, Submit Utility, Site, and Locus Plans.

Site Address: 54 York Street, Portland ME

Chart Block Lot Number: 42-A-7

Proposed Use: Apartments and Retail/Commercial Space

Previous Use: Baxter Academy

Existing Sanitary Flows: 443 GPD

Existing Process Flows: GPD

Description and location of City sewer that is to
receive the proposed building sewer lateral.

36" brick sewer main within York Street

Site Category	Commercial (see part 4 below)	☒
	Industrial (complete part 5 below)	☐
	Governmental	☐
	Residential	☒
	Other (specify)	☐

Clearly, indicate the proposed connections, on the submitted plans.

2. Please, Submit Contact Information.

City Planner's Name: TBD Phone: 207.874.8719

Owner/Developer Name: Jay Hibbard

Owner/Developer Address: 400 Commercial Street, Portland, ME 04101

Phone: XXX Fax: E-mail: XXX

Engineering Consultant Name: Acorn Engineering, Inc.

Engineering Consultant Address: 65 Hanover St., Portland, ME 04101

Phone: 207.775.2655 Fax: E-mail: Pheil@acorn-engineering.com

Note: Consultants and Developers should allow +/- 15 days, for capacity status, prior to Planning Board Review.

3. Please, Submit Domestic Wastewater Design Flow Calculations.

Estimated Domestic Wastewater Flow Generated: 2,943 GPD

Peaking Factor/ Peak Times: Diurnal

Specify the source of design guidelines: (i.e. "Handbook of Subsurface Wastewater Disposal in Maine,"
"Plumbers and Pipe Fitters Calculation Manual," Portland Water District Records, Other (specify)
Handbook of Subsurface Wastewater Disposal in Maine

Note: Please submit calculations showing the derivation of your design flows, either on the following page, in the space provided, or attached, as a separate sheet.

4. Please, Submit External Grease Interceptor Calculations.

Total Drainage Fixture Unit (DFU) Values: _____

Size of External Grease Interceptor: _____

Retention Time: _____

Peaking Factor/ Peak Times: _____

Note: In determining your restaurant process water flows, and the size of your external grease interceptor, please use The Uniform Plumbing Code. Note: In determining the retention time, sixty (60) minutes is the minimum retention time. Note: Please submit detailed calculations showing the derivation of your restaurant process water design flows, and please submit detailed calculations showing the derivation of the size of your external grease interceptor, either in the space provided below, or attached, as a separate sheet.

5. Please, Submit Industrial Process Wastewater Flow Calculations

Estimated Industrial Process Wastewater Flows Generated: _____ 0 _____ GPD

Do you currently hold Federal or State discharge permits? _____

Yes _____ No X

Is the process wastewater termed categorical under CFR 40? _____

Yes _____ No X

OSHA Standard Industrial Code (SIC): _____

(<http://www.osha.gov/oshstats/sicser.html>)

Peaking Factor/Peak Process Times: _____ NA _____

Note: On the submitted plans, please show where the building's domestic sanitary sewer laterals, as well as the building's industrial-commercial process wastewater sewer laterals exits the facility. Also, show where these building sewer laterals enter the city's sewer. Finally, show the location of the wet wells, control manholes, or other access points; and, the locations of filters, strainers, or grease traps.

Note: Please submit detailed calculations showing the derivation of your design flows, either in the space provided, or attached, as a separate sheet.

O. Architectural Design Narrative

The proposed projects intends to renovate an existing 22,770 sf, 3-story building located at 54 York Street to include (14) new residential units and (2) commercial spaces. The current educational use of the building is proposed to change to Mixed Use, residential and commercial. The building resides within the B5b zone and the Old Port Historic District. The owner is pursuing historic tax credits through the National Park Service.



P. Utilities

The proposed project anticipates utilizing the existing utilities to the existing structure.

Water:

The existing 6" sprinkler and 6" domestic water services from the 6" main within York are anticipated to serve the proposed project.

Sewer:

The existing 4" C.I./PVC sewer service connection from the 36" brick main within York Street is anticipated to serve the proposed project.

Stormwater:

There is no drainage network onsite with the exception of roof drains. The proposed project plans to add a 3'x3' splash pad to the existing downspout located to the rear of the building.

UGE/T/C:

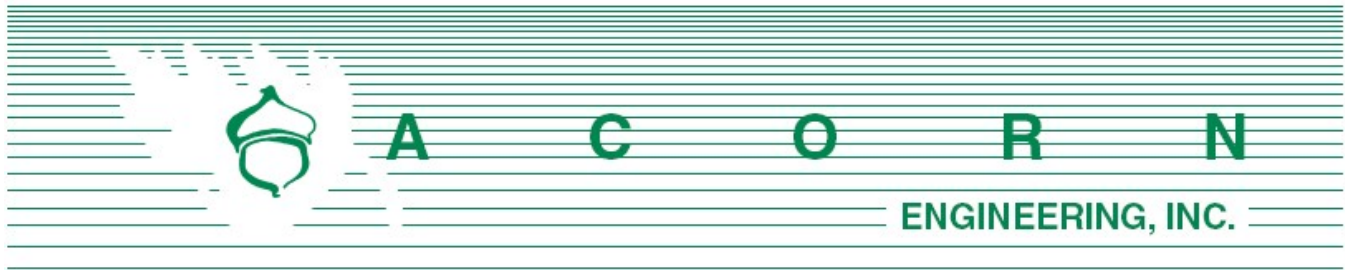
The proposed project anticipates utilizing the existing overhead services to the existing building.

Gas:

It is our understanding that there is an existing 1.25" gas service to the existing building that ties into the York Street 2" main. This service will continue to be utilized as part of the project.

Ability to serve letters have been sent out to the respective utility companies in accordance with the City of Portland Code of Ordinances Chapter 14 Land Use, Section 14-527(g)(7). Responses from the utility companies will be forwarded upon receipt.





Planning Division
 City of Portland, Maine
 389 Congress Street, 4th Floor
 Portland, ME 04101

February 25, 2022

Subject: 54 York Street, Notice of Public Meeting Sign

I, Peter Heil, hereby certify that one (1) Notice of Public Meeting sign was posted on February 24, 2022 prior to the March 8, 2022 Planning Board hearing. The sign is posted facing York Street and is related to the 54 York LLC proposed redevelopment project (PL-001838-2021) located at 54 York Street in Portland. A picture of the sign is shown below.



Sincerely,

Peter F. Heil, P.E.
 Project Manager
 Acorn Engineering, Inc.

Q. Construction Management Plan

Project Address: 54 York Street, Portland, ME

Project Description:

The project proposes to convert the existing 3-story building into a mixed-use development with (14) residential units, (2) commercial spaces, with associated storage, common areas, fitness room, bike room, and trash room.

Project Team Summary:

Owner:	54 York Street, LLC (Attn: Jay Hibbard)
General Contractor:	TBD
Civil Engineer:	Acorn Engineering, Inc.
Architect:	Caleb Johnson Studio
Structural Engineer:	TBD

The Owner/GC and all subcontractors will work with the City of Portland and adjacent landowners to minimize any project impacts.

The GC will remain responsible for enforcement of all compliance with 1) all contract plans and specifications in their scope of work and 2) all site working conditions and safety requirements, day and night, for both persons and property, in each case for the duration of their work. These include OSHA, NIOSH, U.S. EPA, local ordinance and any other applicable governmental regulations. Both the Owner/GC and any subcontractors will remain responsible for safeguarding the general public.

The GC shall review all permits and conditions associated with the project and provide their respective means & methods of construction management once one has been brought onto the project.

The following outline has been developed in accordance with the City of Portland Construction Management Plan General Template and shall be referenced by the GC during construction.

A. Construction Management Principles

The control of noise, vibrations, ground movement, truck traffic, and other construction related factors will be of utmost importance. Care shall be taken to minimize these effects in the best interest of neighbors and the general public. GC to ensure that work hours conform to the City of Portland's Ordinance.

B. Development Review of Construction Management Plan

Logistics and safety program shall be submitted at or prior to the preconstruction meeting by the GC with all pertinent information required by the Maine Department of Transportation's Traffic Control Plan Standard Specification 652.3.3.



C. Performance Guarantees, Inspection Fees, Preconstruction Meeting, and Permits

Guarantees and fees will be paid at the time of the respective application. Sections 14-530 and 13-532 will be complied with all necessary permits will be obtained prior to work.

1. Street Opening and Street Occupancy Permits:

Required permits regarding street opening and occupancy will be obtained from the Department of Public Works. The requests shall conform to the approved Construction Management Plan.

2. Blasting:

Although not anticipated, if blasting occurs, it shall conform to Article VIII. In Chapter 14 of the City Code and Section 3.7 in the City's Technical Manual.

3. Building Code:

Employ the best practices, as applicable, of Chapter 33 Safeguards During Construction, from the 2009 International Building Code.

D. Construction Administration and Communication

The Contractor will work closely with adjacent abutters, businesses, and all parties informed, as far in advance as possible, of scheduled work, particularly work anticipated to cause significant noise, vibrations, or dust. Communication in order to comply with all agreements, ordinances, and special permits will be of the utmost importance. Contractor contact information shall be posted on a sign on the construction fence along York Street and Maple Street frontage. Additional signage necessary for communication shall be provided but will be temporary and removed upon completion of the project. The contact information for the project personnel is:

Jay Hibbard
(207) 232-8749

GC and Subcontractor information will be posted along York Street frontage once contracted.

E. Construction Schedule

The GC shall submit a construction timeline at or prior to the preconstruction meeting. Construction may occur during the daytime hours as defined in Section 17-18 of the Construction Activities for Building permit and City Code Section 25-129, Noise, dust and debris. Between September 1 and May 31, the following year, no person shall engage in construction activities generating noise exceeding 50 decibels, between the hours of 7 pm and 7 am of the following day within 500 feet of any buildings. From June 1 to August 31, construction activity may continue until 8 pm. No construction activity shall begin before 8 am on a Saturday, Sunday, or legal holiday. Extended hours or night work may be requested for special circumstances and street utility work if needed. These requests will



be subject to approval by the Public Works Authority.

Due to the limited space within the project parcel, deliveries will need to be stored in an alternate location or deliveries must be small enough to fit within the property. Deliveries will be scheduled between 7 am and 5 pm.

The estimated timeframe of the proposed project is outlined below:

<u>Project Start Date:</u>	Spring 2022
<u>Project End Date:</u>	Spring 2023

A more detailed work schedule shall be provided by the GC at or before the pre-construction meeting with the City.

F. Security

1. Construction fencing and entrances shall be installed.
2. Structures undergoing construction, alteration, or demolition operations, including those in underground locations, shall comply with NFPA 1 Chapter 16. *Safeguarding Construction, Alteration, and Demolition Operations*.
3. Fire Safety Program: Prior to construction, an overall construction and demolition fire safety program shall be developed. Essential items to be emphasized include the following:
 - Good Housekeeping
 - On-site security
 - Installation of new fire protection systems as construction progresses
 - Preservation of existing systems during demolition
 - Organization and training of an on-site fire brigade
 - Development of a pre-fire plan with the local fire department
 - Rapid communication
 - Consideration of special hazards resulting from previous occupancies
 - Protection of existing structures and equipment from exposure fires resulting from construction, alteration, and demolition operations.
4. Blasting, if required, shall conform with all measures of Article VIII. Regulation of Explosives in the Land Use Code and Section 3.7 Standards for Blasting and Regulation of Explosives in Portland's Technical Manual.
5. Temporary security lighting shall be shown on the Construction Management Plan, and all fixtures shall be full cutoffs.

G. Construction Permitting and Traffic Control Plans

1. Construction Activity in Public Streets

Construction activity in the public right-of-way shall be compliant with Chapter 25 Article VII of the City Code. At no time will it be permissible for construction activity including delivery vehicle to close or block streets or affect public safety access without



prior notice and approval of the Department of Public Works.

2. Sewer and Stormwater

Sewer and stormwater system connections are controlled by Chapters 24 and 32 of the City code of Ordinance. Required permits for new connections and/or abandonment of existing connections are available through the Street Opening Clerk at the Department of Public Works. Rules and Regulations for these utility systems are available through the City Engineer's office of the Department of Public Works and in Section II of the Technical Manual. This will apply to the new connections within York Street and Maple Street.

3. Traffic Control Plans

Construction activity that impacts the existing public street system must be controlled to protect the safety of the construction workers and all modes of the traveling public. The contractor shall submit a satisfactory "Maintenance of Traffic" (MOT) plan prior to any street opening permit approval. This document shall contain all pertinent information from the Maine Department of Transportation's Traffic Control Plan Standard Specification 652.3.3.

The MOT will address the work required for utility connections in York Street. Traffic will be channelized utilizing drums and cones. Proper signage will be installed prior to the through work zone. Alternating traffic will be controlled with flaggers. Trenches will be patched with pavement daily.

The MOT plan shall provide for the safe passage of the public through or along the construction work zone. It may be permissible to close a portion of York Street during utility connections and/or detour a mode of traffic when absolutely necessary for safety. All requests shall be subject to City approval. MOT plans shall employ the appropriate techniques and devices as called for in the latest edition of the Manual on Uniform Traffic Control Devices (MUTCD). In addition:

- Construction speed signing may be used as needed to slow traffic.
- Traffic Control signs shall not be placed where they would create any obstructions to bicycles or pedestrians.
- Flaggers will be utilized when necessary.

All existing modes of travel in the work zone area shall be accommodated if impacted by the activity. The safe passage of pedestrians, bicyclists, transit providers, and motorists are of equal importance when planning and laying out the work zone; no pre-existing travel mode may be eliminated without the express approval of the Department of Public Works. The MOT should also address on-street parking impacts, including deliveries and parking for adjoining businesses and property owners, analysis of roadway capacity or diversion capacity if street closure or change to roadway capacity is required, and coordination with other on-going or future construction or utility projects in the vicinity.

- Traffic control bicycle and pedestrian facilities or routes through work zones shall be maintained until the bicycle and pedestrian facilities or routes are ready



for safe operation. Traffic control will not be removed to allow auto travel at the expense of bicycle and pedestrians.

- Barrier systems utilized to separate the construction activity from the public street and /or sidewalk shall not inhibit sight distances, particularly for visibility of pedestrians and bicyclists.
- ADA compliance in all capacities shall be maintained.

Use of public parking spaces on York Street shall not be permissible. The blockage of any portion of sidewalk for the purpose of construction activity shall require an occupancy permit and appropriate fee as assessed by the Department of Public Works.

H. Site Management and Controls

1. Regular trash and debris shall be managed appropriately, and its removal shall comply with all local, state, and federal regulations.
2. Street cleaning and sweeping shall be followed as outlined in the erosion and sedimentation control notes and report. Damage to the street shall be avoided and shall be the responsibility of the contractor.
3. Dust shall be controlled and shall comply with Section 25-129 and the erosion and sedimentation control notes, plan, and details.
4. Noise shall be controlled and shall comply with Section 17-18 and Section 25-129.
5. Rodent Control shall be provided, if applicable, by a professional exterminator and shall be consistent with Chapter 22 of the City Code.
6. Snow and Ice Removal shall be provided. Pursuant to Section 25-173, the Contractor shall ensure a safe means of travel within the work zone by the following steps:
 - a. Snow/ice removal or commence automatically from 1" or greater of snow or ice
 - b. Remove snow as needed within the work zone, including parking spaces. Driveways and site lines shall not be blocked by piles of snow.
 - c. Clear all walks and ramps within the work zone
 - d. Sand or salt as needed
 - e. Clear all basin or drainage to help snow melt
 - f. The above steps shall be carried out Sunday-Saturday including holidays.

I. Erosion & Sedimentation Control

1. The Contractor shall install all erosion and sedimentation controls as depicted within the plan set, and the approved erosion and sedimentation control report, prior to the pre-construction meeting for inspection by the City. The Contractor shall regularly inspect the control measures, no less than weekly and after storm events (0.5" or more in 24 hours). Additionally, temporary or permanent stormwater management systems shall be inspected and maintained to ensure working order. The Contractor shall document all inspection activities and corrective actions and be prepared to provide these documents for inspection by the City, Maine Department of Environmental Protection (MDEP) or the U.S. Environmental Protection Agency (EPA) upon request.



2. Due to the existing sparse landscaping on site, no protection during construction will be necessary.
3. Stored materials shall be identified and avoid being located under/near trees.

J. Construction Staging Area

1. The Contractor shall submit a plan with locations depicted for the location of material staging areas, the location of on-site temporary construction trailers, the location of on-site truck delivery holding areas, the location of on-site truck washing stations, masonry mixing stations, the general location of the construction security fence and the general location of temporary construction dumpsters. This plan shall be submitted at or prior to the pre-construction meeting. Any open storage areas shall be shown on the plan.
2. Delivery Truck Holding Areas On-Site: The majority of materials delivered to the site will be scheduled such that they are able to be off-loaded immediately. On days when the construction activities require multiple truck deliveries, these deliveries will be carefully scheduled so that there is always adequate on-site area for the holding of trucks until they can be unloaded. Once at the site all vehicles will be brought within the fence line and will make every attempt to avoid queuing on public streets. If, for any reason, on-site holding of trucks is not feasible, an off-site location must be designated and shown on the submitted plan referenced above in J.1.
3. All deliveries for materials shall comply with the City's noise requirements.

K. Parking During Construction

1. On-street parking for contractors is prohibited. Arrangements for off-street parking at an off-site location shall be provided.
2. Truck Routes and Volumes: The following quantities are estimated as part of the reconstruction:
 - Gravel & Stone – Approx. 9 CY. Earthwork subcontractor(s) pit to project site.
 - Hot Mix Asphalt – Approx. 3 tons. Paving subcontractor(s) pit to project site.

L. Dewatering Plans

1. A basic dewatering plan for any construction work is required. The plan must cover construction sites where groundwater is not expected but the impact of rainwater may require dewatering. The plan must include operating procedures, equipment to be used, including filters, erosion and sediment control measures, or other methods of removing sediment from approved discharges.
2. For construction work that will require frequent dewatering of groundwater from site, a dewatering plan must be prepared and approved by the Department of Public Works. Groundwater and/or soil testing may be required to determine course of action if treatment is necessary. Approval for all discharges to City infrastructure is required.



3. The proposed plan must address the following:
 - a. Project duration, discharge location, storage equipment on-site, dewatering schematic, and emergency contact.
 - b. General requirements include trained staff on-site for all approved discharges and required site log for documentation of all discharges.
 - c. Storage and/or treatment process should include proper settling time and maintain proper use of filtering medium as required.
 - d. Contingency/maintenance plan for all dewatering equipment devices and filtration mediums.
4. Any water that is removed from an excavation must be pumped from a perforated device buried in crush stone prior to discharge and/or prior to storage and treatment. There will be no discharge allowed during precipitation events

M. Special Measures as Necessary

No special measures are necessary for the proposed reconstruction.



S. Solid Waste Disposal

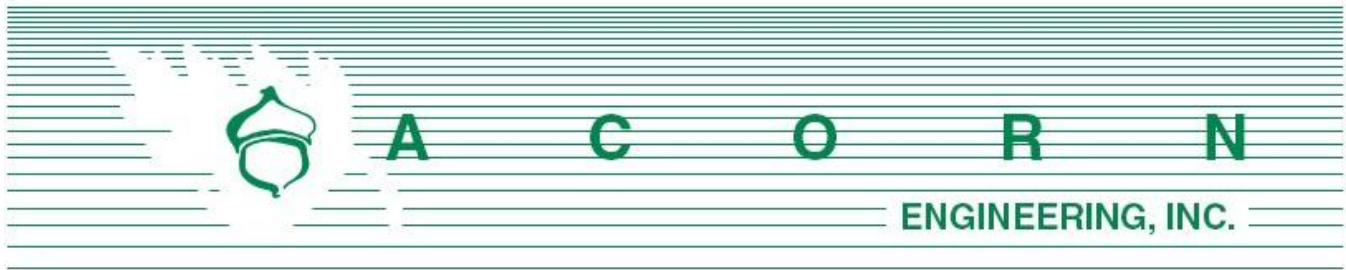
The property management company or Owner shall be responsible for the removal of solid waste and recyclable material. The redevelopment proposes an internal solid waste / recycling room with small roll out bins that will be rolled out to the curb per the collection schedule.



S. Parking Analysis

Per Land Use Code Section 19 Off Street Parking Table 19-B Categorical Exceptions to Off-Street Parking Minimums Zone B5: No off-street parking required, and no new parking is proposed.





Planning Division
Attn: Sean King
City of Portland, Maine
389 Congress Street, 4th Floor
Portland, ME 04101

February 7, 2022

Subject: 54 York Street Redevelopment

Sean,

I, Pete Heil, hereby certify that a neighborhood meeting was held on January 26, 2022, remote via Zoom at 5:30 pm.

I also certify that on January 14, 2021, invitations were mailed to the following:

1. All addresses on the mailing list provided by the Planning Division which includes property owners within 500 feet of the proposed development.
2. Residents on the "interested parties" list.

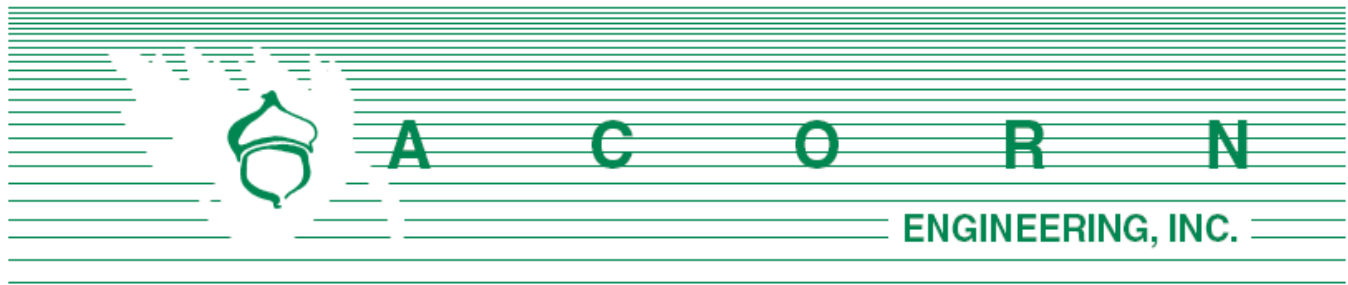
Sincerely,

A handwritten signature in blue ink, appearing to read 'Pete Heil', is written over a light blue horizontal line.

Peter F. Heil, P.E.
Project Manager
Acorn Engineering, Inc.

Included with this certification are:

1. Copy of the invitation sent
2. Sign-in sheet
3. Meeting minutes



Dear Neighbor:

January 14, 2022

On behalf of 54 York, LLC, we are pleased to invite you to a virtual neighborhood meeting to discuss a proposed Major Site Plan Application related to the proposed redevelopment at 54 York Street, Portland, ME (Chart 42, Block A, Lot 7). The project proposes to convert the existing 3-story building into a mixed-use development with (14) residential units, (2) commercial spaces, with associated storage, common areas, fitness room, bike room, and trash room. Anticipated site work includes the implementation of pedestrian walkways, greenspace, and potential utility connections. Due to the change of use >20,000-square feet and creation of three or more units, the project is subject to a Major Site Plan Application from the City of Portland. As part of the IZ requirements, the project will include (4) affordable housing units within the building.

Meeting: Held **remotely & recorded via Zoom** according to state and local requirements regarding social distancing and will be available for public viewing and participation. **To attend, please email office@acorn-engineering.com to request a link or phone number to join the meeting.** You may also call the office line (listed below) to request this information.

Date/Time: Wednesday, January 26, 2022, at 5:30 p.m.

The City code requires that property owners within 500 feet of the proposed development and residents on an "interested parties list" be invited to participate in a neighborhood meeting. Both the sign-in sheet and recorded meeting minutes will be submitted to the Planning Board. If you have any questions, please do not hesitate to call the office at (207) 775-2655. We look forward to seeing you at the meeting.

Sincerely,

Peter F. Heil, P.E.
Acorn Engineering, Inc.

Sign-In Sheet

1/26/22

54 York Street Portland, ME 04101

Neighborhood Meeting

Members of the Public in Attendance:

NAME

EMAIL

1. Christine Paladino
2. Meredith and Elizabeth Dodge
3. Mary Ottolini
4. Chris Tanzer
5. Rhonda Rittenberg
6. Deborah Snite

Christine.paladino@ucsf.edu
Physical Address: 7 Maple St.
maryottolini@gmail.com
Chris.Tanzer@Crestlinehotels.com
rhonda.rittenberg@gmail.com
dsnite@gmail.com

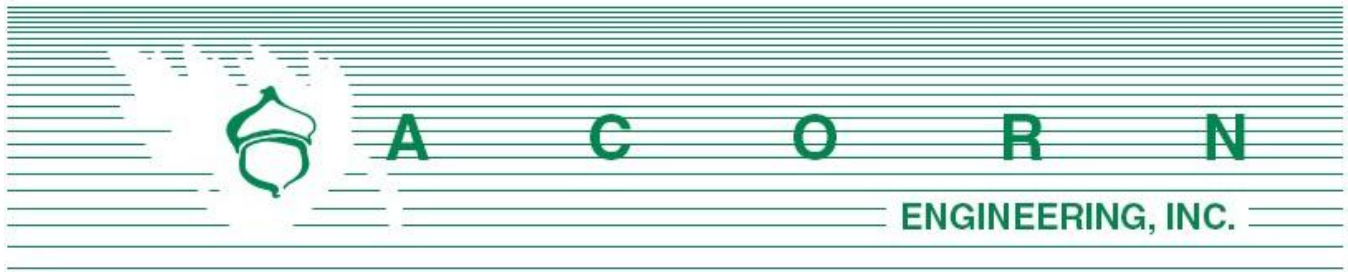
Developer and Consultant Team in Attendance:

NAME

EMAIL

1. Peter Heil – Acorn Engineering
2. Zach Stevens – Acorn Engineering
3. Patrick Booth – Caleb Johnson Studios
4. Jay Hibbard – 54 York LLC
5. Jason Jirele – Caleb Johnson Studios

pheil@acorn-engineering.com
zstevens@acorn-engineering.com
patrick@calebjohnsonstudio.com
hibbard.jay@gmail.com
jjirele@calebjohnsonstudio.com



**54 York Street
Major Site Plan Submission**

Neighborhood Meeting Minutes

January 26th, 2022 / 5:30 pm

Remote meeting via Zoom

Project Team Attendees:

Peter Heil (PH): Civil Engineer/Presenter (Acorn Engineering)

Zachary Stevens (ZS): Civil Engineer/Note Taker (Acorn Engineering)

Patrick Boothe (PB): Architect/Presenter (Caleb Johnson Studios)

Jay Hibbard (JH): Owner/Applicant (54 York LLC)

Meeting started at approximately 5:30 pm.

Presentation:

Peter Heil:

- Project manager/civil engineer
- Introduction of project and project team
- Meeting about site plan review
- This meeting is part of the planning board approval process, a sign in sheet is available for everyone which will become public record along with the meeting minutes.
- Overview of site in relation to neighborhood
- Site is currently vacant with an existing building on site. Previously Baxter Academy
- Proposed use is a mixed use 3-story, 14-unit building with 2 commercial spaces.
 - o This project will meet inclusionary zoning/ affordable housing standards
 - o 25% workforce housing provided on site
 - o Will include common areas: lounge, fitness center, bike parking, etc.
- Located in the B5b zoning district

- Compact residential units: Increased opportunities for in-city living, options for variety of income levels and household types while proving significant growth for available housing stock as outlined in the City's Comprehensive Plan's current goals related to housing production.
- The project includes enhancing pedestrian walkways within the site
- No stormwater treatment is proposed onsite
- Minor utility services are proposed to serve the project
- We look forward to hearing for you all on this exciting project
- A planning board workshop is scheduled for February 22, 2022. We encourage you to come.

Patrick Boothe:

- Project architect
- The existing building was built in the 1880s or 1870 as seen via Sanborn Maps, was a wood mill
- Intention of this renovation: peeling away a lot of the different types of renovations over the years, such as exposing the initial timber frame elements, and working with that for the internal architecture and exposed brick on the inside
 - o Building getting a second life
- Portland in desperate need for housing units
 - o Ensuring inclusionary zoning
- 14 proposed units, 4 of which are affordable dwelling units
- Gradeslopes from York Street down to commercial street along Maple Street
- Overview of floor plans and layout and different uses
 - o First floor includes storage space, mechanical rooms, and a commercial space.
- Second floor –
 - o Primary access from York Street, this floor contains 6 units and a commercial space. Commercial space is in corner facing commercial street.
 - o Second Floor- Filling out the units without making major changes to the existing building. Bottom right corner (rounded corner at York/Maple Street intersection) has original stairs that went up to offices in the original building for manufacturing. Plans to incorporate these stairs into corner unit, Will be able to enter directly from York Street, go up series of stairs to enter unit. A nod to the original circulation of the building itself.
 - o Third Floor – This floor is 2 stories above York Street but 3 stories above Commercial Street side. Similar units as lower floor. Large opening to the floor for light to come from skylights above to penetrate through the corridor so it's a nice experience for those walking through the space. Units with ample windows and great views of city.
- Overview of elevations
 - o Replacing windows
 - Different types of grids in the windows are intentional and based on information from different historical photos and data found over time.



- Portion on the left was developed later in the building's life, which is why some of those windows look different: Buildings have a history to tell.
- Utilizing the existing historic features
- Removing the existing garage door, replace with storefront space to give more light and to provide exposure to products within the space
- Incorporating glass doors to allow more light
- Close to new hotel
- Decision on parking: investigated to see if it's worthwhile. There is not much land, and the land that does exist is to be used for egress and other circulation. Looked at internal parking but it was not practical in this historical renovation.

Peter Heil:

- Planning Board workshop 2/22/22
- Development presentation concluded and public comment process will start.

Comments, Questions & Answers:

Please note that the following questions and answers were not recorded verbatim and aim to represent and summarize the actual questions, answers, and discussion that took place at the meeting.

Deborah Snite: Will there be parking onsite?

- **Pete:** There is no proposed parking onsite, street parking provided on Maple & York Street.

Meredith Dodge: In order that the street parking does not get utilized by residents, is there any possibility to lease spots in parking lot across the street?

- **Pete:** That could be a potential option. Not currently proposed as an incentive. As with any surface parking lot/garage within the city, the residents would be able to reach out to the respective parking owners to secure their own off-site parking lease if they choose to.

Rhonda Rittenberg: How long will it take for the project to be completed?

- **Pete:** There are minimal utilities installed and minimal site modifications as part of this project. I assume less than 1 construction season. Dependent on internal remodeling for when it's opened to residents.
- **Patrick:** A few more months for permitting are needed before able to fully get going.
- **Jay:** In a normal environment, this is an approximately 10–14-month long project. This will depend on logistical hurdles, supply chain problems, etc. so it's hard to say for certain. Potential to take longer, A big undertaking, but not a lot going on with the exterior. A relatively clean interior development project.

Deborah Snite: What will the monthly rent be per unit?

- **Jay:** At this stage of development and planning, we haven't locked in rates. We will meet the city standard (25%) of affordable housing.



Rhonda Rittenberg: How does the affordable housing process work in terms of deciding which buyers qualify?

- **Patrick:** 80% of AMI is what current guidelines are.

Rhonda Rittenberg: Is it rentals or condos?

- **Jay:** It will be rentals only.
- **Rhonda:** Thanks for clarifying

Deborah Snite: Looks like a great project.

- **Jay:** Thank you

Meredith Dodge: Will there be any interpretive signage to give the historical information?

- **Patrick:** Likely. It is often what we do for historic renovations like this. For getting approval for historic tax credits, there is a required professional detailed history written of the building, so that will be existing for potential use in various forms.

Rhonda Rittenberg: Will there be any landscaping?

- **Pete:** We will be maintaining the ex-access drive and there will be an area to the rear southern façade of the site that will be landscaped. It will be most likely by a native shrubbery. Roughly 90% of site will remain the building, though.
- **Patrick:** There are street trees existing as well.
- **Pete:** We will be contributing into the street tree fund as part of this project.

Meredith Dodge: Will there be any exterior lighting?

- **Patrick:** We will have subtle exterior lighting, particularly to emphasize the exterior columns along corner of Maple and York Street. We will make sure not to cause light pollution as part of this project. Need to conform with all regulations/guidelines from the various entities involved. Will be reviewed by the site plan process, as well as the Historic Preservation Board. Mostly TBD.

Rhonda Rittenberg: Will you be retaining the exterior paint color or changing that?

- **Patrick:** Unique situation, paint on brick. The building can't take any more paint, we are currently stripping away the existing paint and we like the look of the raw brick with the paint remnants. We want to make sure what the final product is, is a good fit for the location. Keeping the historic value of the building. It is currently TBD.

Meredith Dodge: Are the apartments and/or the commercial space going to be handicap accessible?

- **Patrick:** Yes, there will also be a new elevator (not currently one in existence already) Various entrances to access the elevator. All 14 units will be Type B (easily adapted to handicap accessible requirements).

Rhonda Rittenberg: Are there any restrictions on what type of commercial tenant can move in?

- **Pete:** The city code has a table that lists the permitted commercial uses for B5b, so most likely it will be one of the ones that is allowed within the zone.



Meredith Dodge: Do you know which management company will be handling the rental units

- **Jay:** We do not currently.

Meredith Dodge: What will the building be called?

- **Jay:** Possibly something that pays respect to the history of the building, but it is currently to be determined.

Closing Comments

Peter Heil:

- Meeting Minutes will be available on planning board website / attached to memo as part of the public record
- A Planning Board Workshop is the next step, the date is February 22, 2022.
- Thanks everyone for joining and the discussion

Meeting concluded at approximately 6:10 pm.

The abovementioned material was as interpreted and recorded from handwritten notes. Please note and relay any discrepancies or disputed information in the recorded minutes to the below address so that they can be reviewed, revised, and resubmitted, as necessary.

Recorded by,



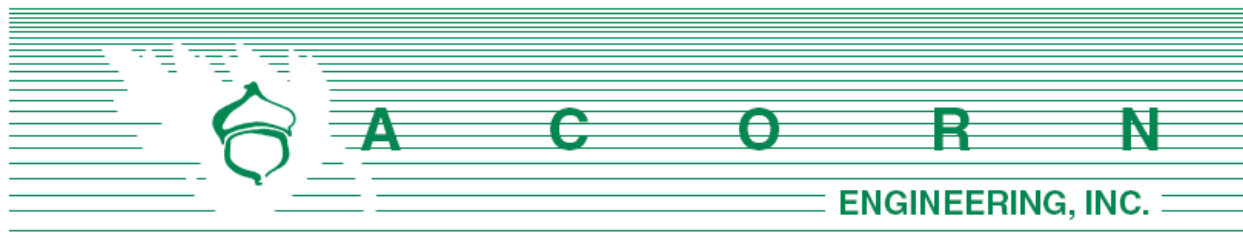
Zachary Stevens, EI

Design Engineer

Acorn Engineering, Inc.

ZStevens@acorn-engineering.com





Sean King, PLA
 Urban Designer
 389 Congress Street, 4th Floor
 Portland, ME 04101

February 25, 2022

Subject: Comment Response Letter
 54 York Street Redevelopment

On behalf of 54 York LLC (Attn. Jay Hibbard), we are pleased to respond to the site/civil related comments received from Staff on February 11, 2022.

General Comments from City Planning Staff

Comment – *Please provide greater detail for proposed stairway to York Street. Applicant to indicate proposed stair on Architectural south elevation, materiality, structural supports and connections, and compliant railing system.*

Response – The stairway to York Street is no longer in the project scope. Please see updated lower level floor plan A-100, 1st floor plan A-101 and Site Plan C-10 for additional information.

Comment – *Please show proposed stairway to York Street on lighting plan to determine adequate nighttime illumination along stairway and pedestrian pathway.*

Response – The stairway to York Street is no longer in the project scope. Please see updated lower level floor plan A-100, 1st floor plan A-101 and Site Plan C-10 for additional information.

Comment – *Please label on Site & Utility Plan the existing overhead electrical.*

Response – The existing overhead electrical is labeled. Please see Sheet C-10 for additional information.

Comment – *Please indicate existing location, abandonment, or relocation of HVAC mechanisms.*

Response – The HVAC design is in progress however the building's heating and cooling will be serviced primarily with water sourced heat pumps with individual condensers on the roof for each unit. Please refer to updated roof plan on sheet A-103 for mechanical equipment locations, updated elevations on sheets A-201 and A-202 for unit heights as well as sight line view studies found on sheet G-004 which illustrates the proposed units are not visible from the public way.

Comment – *Please provide proposed new electrical meter configuration for (14) residential units, (2) commercial units & common spaces.*

Response – The project proposes to remove the existing overhead wires crossing York Street add a new customer owned secondary utility pole and run overhead utilities to the corner of the building. The proposed meter located is located on the western corner of the building. Please refer to Sheet C-10 for additional information.

Transportation

DPW Engineering Division

Comment – *Please clarify on Site & Utility Plan any proposed location of Vertical Granite Curb and Tipdown Installation in Existing Streets on C-40 Site Details.*

Response – The project does not anticipate implementing vertical granite curb or tip downs. The vertical curb detail has been removed from the plan set.

Comment – *Transportation Systems Engineer recommends that the right turn lane should not be perpetuated along York Street to accommodate for bike lane extension to Gorham Corner. This project is not currently a priority street improvement of DPW, although future improvements will be considered for future public right of way improvements.*

Response – Understood. Please keep us updated.

Comment – *Current brick sidewalk clearance along York Street is 5' between the most northerly tree well and the face of the building at 54 York, which meets the City's minimum sidewalk width. Full sidewalk reconstruction along York Street for this project is not being requested.*

Response – Correct.

Comment – *Public Works are requiring that the applicant ensure the ramp at the corner of York and Maple is ADA compliant with any loose or broken bricks within the existing sidewalk be repaired.*

Response – The existing condition of the bricks appear to be in good condition. A note has been added to the plan set that reads “any loose or broken bricks within the existing sidewalk ramp be repaired in compliance with ADA standards”. Please refer to Sheet C-10 for additional information.

Water Quality, Stormwater & Infrastructure

DPW Water Resources Division

Comment – *Public Works will continue to monitor the combined sewer overflow structure (manhole) 100 feet downhill of this building which is causing issues for the downstream building during heavy rain, which causes sewage flooding into adjacent properties.*

Response – Understood.

Consulting Stormwater Engineer

Comment – *Please provide proposed grades around property to determine adequate grades to drain away from building edge towards public street.*

Response – Existing spot grades have been added to the plan. Largely the proposed project anticipates maintaining existing grades that flow away from the existing building.

Comment – *Applicant to show all existing downspout locations on Site & Utility Plan to observe roof runoff around existing building.*

Response – Existing downspout locations have been added to the plan set. Please see Sheet C-10 for additional information.

Comment – *Applicant to describe function of riprap splash pad and if connection to storm drainage system is proposed.*

Response – The function of the riprap splash pad is to prevent erosion during storm events when the roof drain has a higher flow rate. There are no proposed storm drain connections at this time.

Construction Management

Comment – *Please provide a Construction Management Plan, including both a drawing and narrative, Construction Schedule upon contract with a general contractor.*

Response – The Construction Management Plan has been incorporated into the revised plan set. Please refer to Sheet C-03 and Section Q. Construction Management Report for additional information. The Construction Schedule from a general contractor will be submitted when they are under contract.

Zoning

Comment – *The property is located in the B5b zone, the following include confirmation for the applicant: Table 6-C outlines the permitted and conditional uses. Multi-family dwelling are allowed as are most commercial uses. Table 7-E outlines the dimensional requirements for the zone. The B5 and B5b zones do not have many dimensional requirements, and since this is a redevelopment of an existing building and no additions are proposed, the project meets requirements. Regarding any parking requirements, under table 19-B, no off-street parking is required.*

Response – Understood.

Landscaping & Environmental Quality City Arborist

Comment – *Applicant to provide landscape plan for buffers between conversion of use and adjoining non-residential property.*

Response – Given the limited amount of proposed landscaping, a planting schedule has been added to the Site and Utility Plan. The project has incorporated plantings along the southwestern property line. Please refer to Sheet C-10 for additional information.

Comment – *Applicant to identify plant material to tolerate the dry, low light shade conditions and should be compatible to the nearby Hobsons Landing landscape along south façade of building. Planting area proposed adjacent to new electrical meters shall be gravel in the event that adequate low light shade plants cannot thrive in this challenging condition.*

Response – Plantings have been incorporated into the proposed landscaped areas along the southwestern property line. Please refer to Sheet C-10 for additional information.

Comment – *As the sidewalk is not required to replace, existing tree wells along York street can remain. Recommend to add new street trees along York Street where existing tree wells exist, tree type to be upright Red Maple ‘Armstrong’ or similar.*

Response – The project has incorporated two Red Maple Street trees. The trees will be located within the two existing vacant tree wells. See Sheet C-10 for additional information.

Site & Building Design

Comment – *Architectural wall mounted lighting shall comply with historic preservation application.*

Response – Understood, the project will be in compliance with the Historic Preservation requirements.

Please let us know if you have any additional questions or comments.

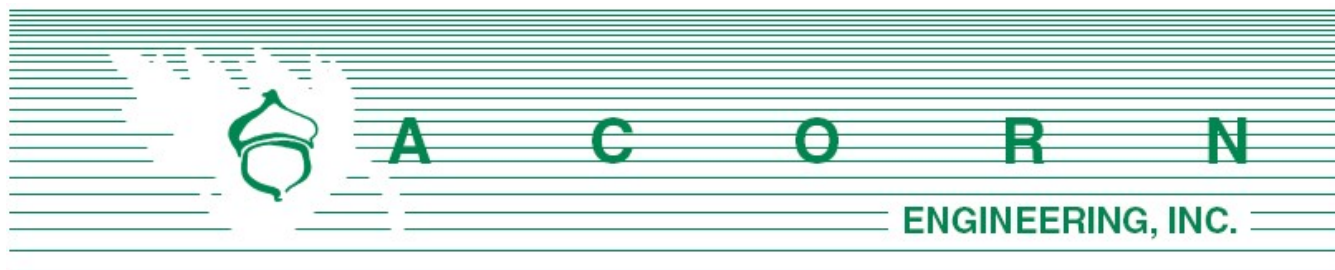
Sincerely,



Pete Heil, P.E., CPESC
Project Engineer
Acorn Engineering, Inc.



William H. Savage, P.E.
Principal
Acorn Engineering, Inc.



Planning Division
 City of Portland, Maine
 389 Congress Street, 4th Floor
 Portland, ME 04101

February 25, 2022

Subject: 54 York Street, Notice of Public Meeting Sign

I, Peter Heil, hereby certify that one (1) Notice of Public Meeting sign was posted on February 24, 2022 prior to the March 8, 2022 Planning Board hearing. The sign is posted facing York Street and is related to the 54 York LLC proposed redevelopment project (PL-001838-2021) located at 54 York Street in Portland. A picture of the sign is shown below.

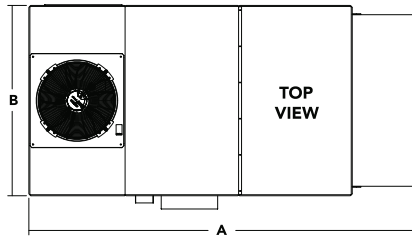


Sincerely,

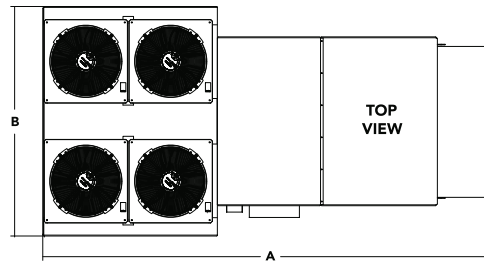
Peter F. Heil, P.E.
 Project Manager
 Acorn Engineering, Inc.

PR SERIES CAPABILITIES & DIMENSIONS:

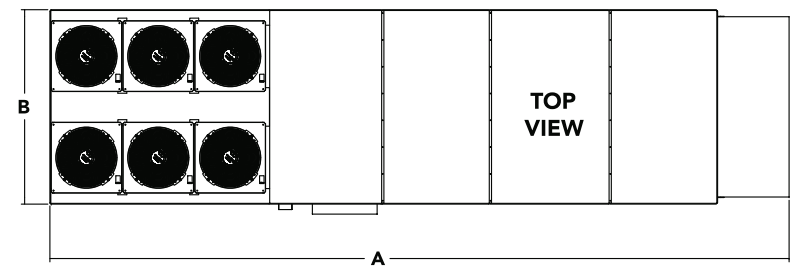
PR A SERIES CABINET



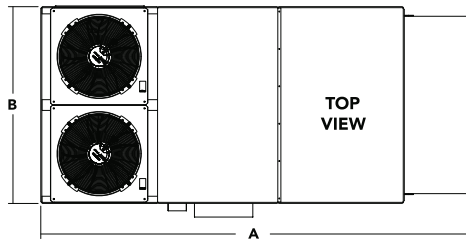
PR C SERIES CABINET



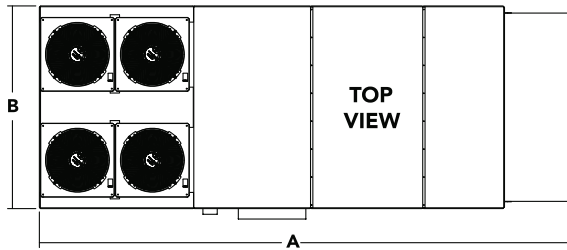
PR E SERIES CABINET



PR B SERIES CABINET



PR D SERIES CABINET



CABINET:	CONDENSER FANS:	MAXIMUM AIRFLOW:	HEAT RANGE:	LENGTH: (A)	XL LENGTH: (A)*	WIDTH: (B)	HEIGHT: (C)
A	1	3,850	up to 100MBH/30kW	119.0	154.0	64.0	61.0
A	2	3,850	up to 100MBH/30kW	137.1	172.1	64.0	61.0
B	1	6,600	up to 200MBH/100kW	130.0	168.0	64.0	66.7
B	2	6,600	up to 200MBH/100kW	148.1	186.1	64.0	66.7
B	4	6,600	up to 200MBH/100kW	169.7	207.8	87.1	92.0
C	2	8,800	up to 300MBH/100kW	150.5	194.7	64.0	71.0
C	4	8,800	up to 300MBH/100kW	184.6	228.8	87.1	92.0
D	4	15,500	up to 400MBH/150kW	237.8	305.0	87.1	91.5
D	6	15,500	up to 400MBH/150kW	263.7	330.8	87.1	91.5
E	4	22,000	up to 600MBH/150kW	303.6	355.6	100.0	108.0
E	6	22,000	up to 600MBH/150kW	329.6	381.6	100.0	108.0

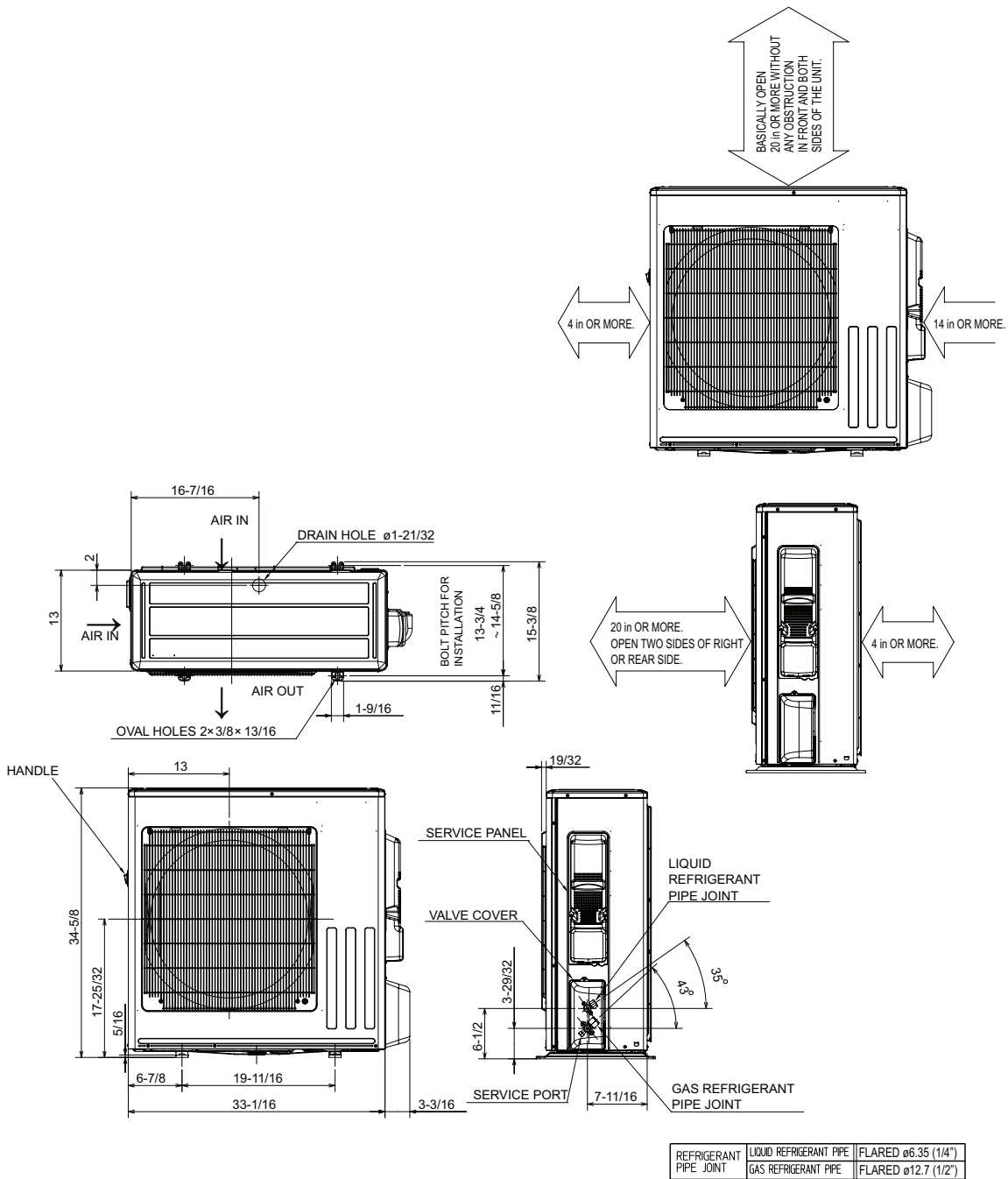
*Note: XL Cabinets Have Additional Heat Capability

Note: Dimensions will be dependent on option content, and other field added features. Consult final selection drawings for complete details.

OUTDOOR UNIT DIMENSIONS: MUZ-FS15NA

Unit: inch

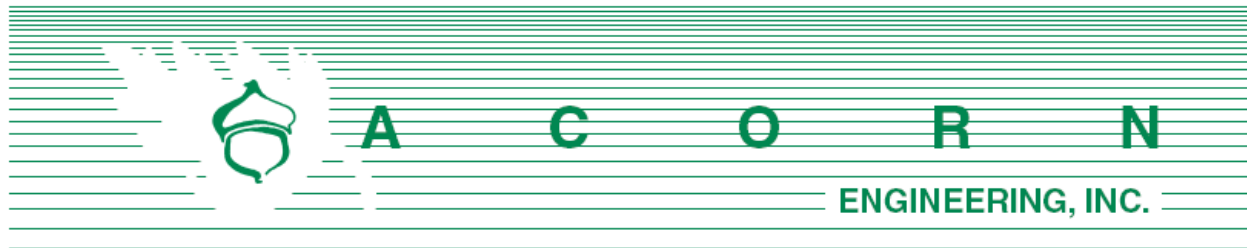
REQUIRED SPACE



FORM# MSZ-FS15NA & MUZ-FS15NA - 202108

1340 Satellite Boulevard Suwanee, GA 30024
Toll Free: 800-433-4822 www.mehvac.com





Sean King, PLA
 Urban Designer
 389 Congress Street, 4th Floor
 Portland, ME 04101

March 25, 2022

Subject: Comment Response Letter
 54 York Street Redevelopment

On behalf of 54 York LLC (Attn. Jay Hibbard), we are pleased to respond to the site/civil related comments received from Staff on March 8, 2022.

Comment – *City staff have observed the temporary quality of the wood guardrail above the existing stone wall at the southwest corner of the site along York Street. The applicant should coordinate with Planning and Life Safety staff to ensure a more permanent solution to protect the elevation change of ten feet from the sidewalk to the lower property.*

Response – It is proposed to remove the temporary fencing and replace with a permanent metal guardrail to match the adjacent properties guard rail. Please see the plan titled 19. Guardrail Section for additional information

Comment – *The applicant will be required to provide cut sheets for HVAC Rooftop units to confirm compliance with this standard.*

Response – Please refer to the attached HVAC Rooftop Cut Sheets, titled Y. HVAC Rooftop Cut Sheets in the ePlan documents folder for additional information.

Comment – *No new signage or wayfinding elements proposed. Staff do not believe additional signage is necessary given the new residential use utilizing the main entrances at York Street.*

Response – Staff discussion at the planning board included potentially implementing signage in addition to the proposed striping to further delineate pedestrian vs vehicle travel ways. The site plan now incorporates an ‘unloading zone’ sign to the existing drive aisle onsite. Please see Sheet C-10 for additional information.

Comment – *The City Arborist recommends the replacement of one street tree along York Street within close proximity to existing building entryway. The one remaining tree planter within the site’s frontage will be abandoned due to a conflict with underground gas utility line. Proposed landscaping within the property is appropriately specified for the dry, shade conditions at the existing building.*

Response – In coordination with the City arborist, one street tree will be proposed on York Street within an existing abandoned tree grate and the remaining tree grate will be removed and replaced with brick pavers. In coordination with CMP an existing street tree on York Street will need to be removed to allow for overhead wires to service the proposed building. The tree grate will also be removed and replaced with brick pavers.

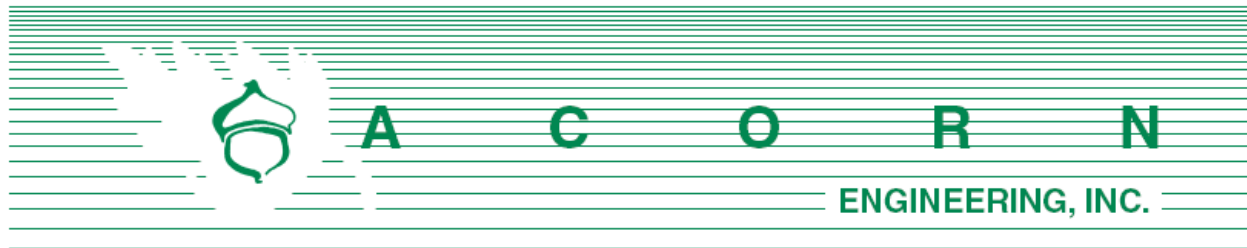
Sincerely,

A handwritten signature in blue ink, appearing to read "Pete Heil".

Pete Heil, P.E., CPESC
Project Engineer
Acorn Engineering, Inc.

A handwritten signature in black ink, appearing to read "Will Savage".

William H. Savage, P.E.
Principal
Acorn Engineering, Inc.



Sean King, PLA
Urban Designer
389 Congress Street, 4th Floor
Portland, ME 04101

April 11th, 2022

Subject: Comment Response Letter III
54 York Street Redevelopment

On behalf of 54 York LLC (Attn. Jay Hibbard), we are pleased to respond to the comments received from Staff on March 31, 2022.

Site & Utility Plan:

Comment – *As proposed on 19. Guardrail Section, the replacement with permanent metal guardrail to match adjacent property does not match extent shown on Site & Utility Plan.*

Response – The extent of guardrail to be replaced has been updated on the Site & Utility Plan. Please refer to the Site & Utility Plan for additional information.

Comment – *Clarify existing downspout location and extend as necessary to avoid roof runoff along facade and/or new window opening.*

Response – The previous downspout location has recently been removed since the surveyor was performed. As such the site plan has been updated to reflect the proposed new location as shown on the architectural elevations.

Comment – *Explain position on new overhead line, site plan code 14.6.3.C Public Utilities describes that electrical service shall be underground.*

Response – Regarding the overhead line, CMP has indicated this will be an overhead service, not underground. The change in grade from York Street to the location the service would enter the building will not work with an underground service. Additionally, there are no other proposed underground utilities, also reducing the amount of sawcut trenches within the street.

Comment – *City arborist is recommending replacement of existing tree in a location not in conflict with existing underground utilities.*

Response – A Red Maple street tree has been added on York Street per the City Arborists recommendation resulting in a total of two proposed street trees. See the Site & Utility Plan for additional information.

Comment – *Explain how trash will function, will receptacles be wheeled out to the street by property management?*

Response – The applicant anticipates to hire a private trash collection services to collect the solid waste disposal, and not wheeled out to the street. It is anticipated the private waste hauler will collect trash on regular schedule once the future perspective commercial tenants have been identified.

Elevations:

Comment – *Show latest architectural lighting at façade*

Response – Please refer to the plan, titled 12. North & West Elevations and 13. South & East Elevations for additional information.

Lighting Plan:

Comment – *Refer to Technical Manual Section 10 - Street lighting for Minimal Lighting Design. It appears the minimal average residential footcandle 0.4 is not met along York and Maple Street for a local/minor street, please respond. Additionally, please provide any revisions to the site / architectural lighting to correspond to the proposed elevations.*

Response – Please refer to the plan, titled 14. Lighting Plan for additional information.

Sincerely,



Pete Heil, P.E., CPESC
Project Engineer
Acorn Engineering, Inc.



William H. Savage, P.E.
Principal
Acorn Engineering, Inc.

ADDRESS: 54 York St. **MEETING DATE:** 4/26/22

APPLICATION ID: PL-001838-2021

NOTICE OF PUBLIC MEETING

CITY OF PORTLAND PLANNING BOARD

Find agenda at: www.portlandmaine.gov/agendas
For more information, call (207) 874-8719



CITY OF PORTLAND
Housing and Economic Development Department
Housing and Community Development Division

To: Sean King Planner, Planning & Urban Development Department
From: Victoria Volent, Housing Program Manager, Housing & Community Development Division
Date: April 20, 2022
Subject: 54 York Street – Inclusionary Zoning Conditional Use

All developments of ten (10) units or more are conditional uses subject to Planning Board review on the condition that they comply with the requirements set forth in Chapter 14, Section 18.2 of the Zoning Ordinance.

Chapter 14, Section 18.2, Affordable Housing, requires at least twenty-five percent (25%) of the dwelling units in the development shall meet the definition of Workforce Housing units for sale or for rent. The ordinance under Section 18.2.3 C (5) also requires the number of bedrooms in the units shall be 10% of the total number of bedrooms in the development.

The development located at 54 York Street proposes the creation of 14 dwelling units of rental housing consisting of ten (10) one-bedroom units, and four (4) two-bedroom units. As dwelling units for rent, the designated Workforce Units would be restricted to households earning up to 80% of Area Median Income (AMI). Based on the requirements outlined in Section 18.2, the development is required to provide; a minimum of four units. The Applicant has elected to provide four (4) Workforce Units on site, to satisfy the ordinance's minimum requirements. As such, the project has met the minimum requirements set forth in Section 18.2.

The term of affordability for the workforce units provided shall be defined as set forth in Table 18-B. At 25% of workforce units provided, the minimum term of affordability is thirty (30) years.

Staff recommends the Planning Board Approve this Conditional Use provided the Applicant and the City enter into an agreed upon Affordable Housing Agreement (AHA) for four (four) workforce units before a Building Permit may be issued.

The Affordable Housing Agreement will outline the details of the affordability restrictions placed on the Workforce Units and will be filed as a covenant to the property's deed with the Cumberland County Registry of Deeds before a Certificate of Occupancy may be issued.

Sincerely,

Victoria Volent
Housing Program Manager

April 20, 2022

Jay Hibbard
400 Commercial Street, #101
Portland, Maine 04101

Re: HPBR-001914-2022

Dear Jay,

On April 6, 2022, the City of Portland Historic Preservation Board voted 6-0 (O'Brien absent) to approve your application for a Certificate of Appropriateness for the comprehensive rehabilitation and exterior alterations at 54 York Street. Approval was based on the application materials submitted for the public hearing on 4/6/22, and was made with the following conditions:

- The following details are to be submitted to HP staff for final review and approval:
 - Final decisions on masonry treatments, including mortars, chimney preservation, and any coatings or weatherproofing
 - Design details for the fence / guardrail to be installed at the northwest corner of the property, next to York Street sidewalk
 - Wall treatment at north and south entries, including siding type and finish
 - Final details for all signs including painted wall signs; staff to review font, layout, and content.

All improvements shall be carried out as shown on the materials submitted for the 4/6/22 public hearing, except as to comply with the conditions above. Changes to the approved plans or specifications, and any additional work that may be undertaken must be reviewed and approved by this office prior to construction, alteration, or demolition. If, during the course of completing the approved work, conditions are encountered which prevent completing the approved work, or which require additional or alternative work, you must apply for and receive a Certificate of Appropriateness or Non-Applicability PRIOR to undertaking additional or alternative work.

This Certificate is granted upon condition that the work authorized herein is commenced within twelve (12) months after the date of issuance. If the work authorized by this Certificate is not commenced within twelve (12) months after the date of issuance or if such work is suspended in significant part for a period of one year after the time the work is commenced, such Certificate shall expire and be of no further effect; provided that, for cause, one or more extensions of time for periods not exceeding ninety (90) days each may be allowed in writing by the Department.

Sincerely,

A handwritten signature in black ink that reads "Robert Wiener". The signature is written in a cursive, flowing style.

Robert Wiener, Preservation Compliance Coordinator

From: Cough, Jamie <Jamie.Cough@cmpco.com>
Sent: Friday, November 12, 2021 7:09 AM
To: Zach Stevens
Cc: Pete Heil; matthew.r.lyle@gmail.com
Subject: 54 York Street Portland CMP Ability to Service and CMP Three Phase Service Process
Attachments: Easement_Information_Worksheet.doc; Standard Easement Sample.pdf; blank W9.pdf; 2021 June Draft EDET.xlsx

Request for Ability to Serve Letter

Subject:
54 York, LLC
Portland, ME

Project Description:

The project proposes to convert the existing 3-story building into a mixed-use development with (14) residential units, (2) commercial spaces, with associated storage, common areas, fitness room, bike room, and trash room. Because of the additional loads and service size, CMP will not be able to utilize the existing feed and an alternative solution will be developed.

CMP has the ability to serve the proposed project in accordance with our CMP Handbook (web link below). We can provide you the desired pad or pole mounted transformers per your request and city approval, in accordance with our CMP Handbook of Standard Requirements. If you have any questions on the process, or need help in completion of the documents, please contact CMP at 800-565-3181.

Here is our typical process for getting your three phase or CT rated single phase service installed. If you have any questions, please let us know. The underlined links will redirect you to the appropriate site for additional information.

Service Milestones for Three Phase Services and CT Rated Single Phase Services. There are additional requirements for primary metered Solar Service Installations listed in the Chapter 324 Interconnections section below. Please refer to [CMP Installation Checklists](#) for other installations.

- Call 800-750-4000 option 4 to establish a new account (if needed) and an SAP work order. Please provide both of these to me.
- Submit Load information. Please complete the attached EDET (excel file) using load information. Please complete this and email back to me. If the loads are over 500 kw, more in depth load studies may be required with our Distribution Planning and Transmission Planning Departments. Be advised that these will involve more detailed load information, a load study agreement (signed contract), as well as other items. This additional study process may add up to two additional months to completion of the job.
- Submit the easement information worksheet, including where any CMP structures may be on ANY private property (Poles, Wires, Anchors). You are responsible for obtaining all information for all required easements. Please complete this form and either email or fax back to me.
- Submit any electronic drawings (PDF (preferred) or DWG files) of the site layout and proposed electrical connections.
- For Primary Metered installations (including PV), please have the access road in for pole staking.
- Preliminary meetings with CMP Advisor and Engineer to determine details of job (I will need to schedule with your electrician/contractor-please let me know who this is)

- Field planner design appointment scheduled once the preliminary information is complete. This will allow us to cost out the job and develop a CMP Invoice. The invoice is typically generated 5-6 weeks after the design appointment. This expires after 90 days from the invoice date.
- Submit completed W9 so that your bill can be properly processed. This is a new CMP process.
- CMP submits invoice to the customer for payment (typically via email). Payment received from customer.
- Easements (based on easement information worksheet) sent out, signed and originals returned to CMP.
- Job scheduled for completion after the electrical inspection has been received.

This process can take several months, depending upon several factors including transformer or materials delivery, return of completed paperwork, and other jobs in the system that may be ahead of yours. In addition, contact with the other utilities, including telephone and cable, should be commenced as soon as practical. They may have additional work or charges in addition to the CMP work required to bring your project on line.

Please complete the attached forms (the specific instructions are on each form) and [email them back to me](#) at your earliest convenience.

For your convenience, here is a link to the CMP Website which contains our Handbook with details on most service requirements: [CMP Handbook of Standard Requirements](#). An additional resource is our Distribution Construction Standards: [CMP Distribution Construction Standards](#).

You will be responsible for installing the customer connections, conduits, and metering in accordance with the [CMP Handbook of Standard Requirements](#). The transformer will be sized based on your submitted load sheets.

Your deposit amount will be typically based on an estimated two month bill, calculated from your completed load sheet unless otherwise determined by CMP.

Metering:

All metering (including locations) must be preapproved by CMP. If you have any questions, please consult the [CMP Handbook of Standard Requirements](#). The metering supplement is in the last section of the Handbook.

Chapter 324 Interconnections:

Please be advised that if you plan to install solar/wind/hydro generation, you must complete an application under the MPUC mandated Chapter 324 Interconnection Standards. If you go to [Chapter 324 Interconnection Standards](#) and follow the instructions for the Small Generator Interconnection Procedures, CMP can do this work in parallel to your service request that will be handled by me. If your project is under 660 KW you will be able to have a Customer Net Energy Billing contract. Information concerning Customer Net Energy Billing can be accessed thru the Chapter 324 website or by clicking here: [Net Energy Billing](#).

Reallocation/Line Extensions:

Recently, changes were made to the three-phase construction policy, which require CMP to reallocate construction costs paid by customers. If applicable, those projects identified as “developments” do not qualify for reallocation of funds. Please see this document at our website for details about the reallocation conditions. Any reallocation charges will be specifically denoted on your invoice. The website address for this is: [PolyphaseLineExtension](#).

This line extension will be part of Central Maine Power’s distribution system. In the event the property served under this Agreement is sold or otherwise conveyed, all rights and obligations of the Agreement shall stay with the property. Please note that if you rent or lease this property to another and you want to receive the reimbursement payments, you must

make special arrangements with the Central Maine Power Company. Otherwise, any reimbursement payments will be sent to the "Customer" taking service at the service location.

Electricity Supplier Information:

Central Maine Power Company (CMP) will provide your facility with electric delivery service. If you don't already have a provider, you will need to make arrangements with a competitive electricity provider in order to receive electricity supply for your facility. In the event you fail to choose a competitive electricity provider, you will receive Standard Offer service arranged by the Maine Public Utilities Commission. If you wish to be served by a competitive electricity provider immediately upon establishment of delivery service, you must arrange for this service directly through your chosen competitive electricity provider, who must enroll your account no later than 5 PM on the business day prior initiation of delivery service by CMP. An up-to-date list of competitive suppliers can be found at the:

- 1) Maine Public Utilities Commission (MPUC) web site- [Maine PUC](#)
- 2) By calling the MPUC at (207) 287-3831

Attachments:

Excel Load Sheet (EDET)
Easement Worksheet and Sample Standard Easement

Regards,

Jamie

Jamie Cough
Energy Services Advisor
Central Maine Power Company
162 Canco Road
Portland, ME 04103
207-629-1489



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Please consider the environment before printing this email.

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March 8, 2022

Chair Stanley and Members of the Planning Board:

Thank you for the opportunity to comment on the proposed rehabilitation of 54 York Street into 14 residential units and two commercial spaces. Part of the Waterfront Historic District, this unique building was most prominently known as the McDonald Manufacturing Building. Home to a millwork and window factory until the late 1920s, it was owned by the Rufus Deering Lumber Company for many years. Its most recent use was as the home of the Baxter Academy, a Portland charter school.

Greater Portland Landmarks congratulates the development team on the adaptive use plan for this distinctive warehouse structure. We are very happy to see the use of historic tax credits as part of the plan, and are confident that this will be a successful rehabilitation. The addition of residential units to the neighborhood will add vibrancy, and we applaud the applicant's attention to ADA accessibility and the intent to meet the inclusionary zoning standards.

As this project continues to evolve, Landmarks believes that the proposed rehabilitation will have a tremendously positive impact on the community.

Cordially,



Sarah Hansen
Executive Director

54 YORK STREET REDEVELOPMENT

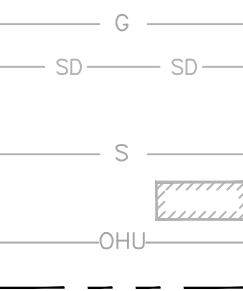
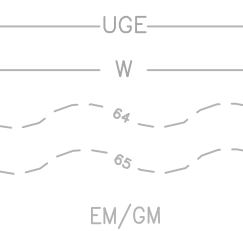
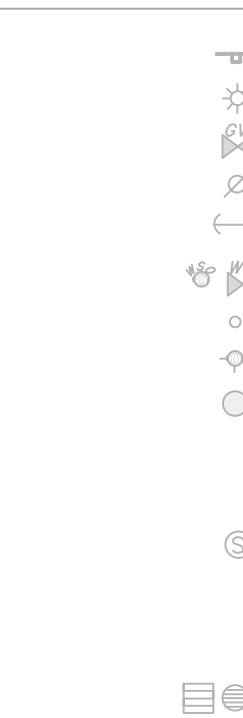
54 YORK LLC
PORTLAND, MAINE

CALL BEFORE YOU DIG
1-888-DIG-SAFE
1-888-344-7233

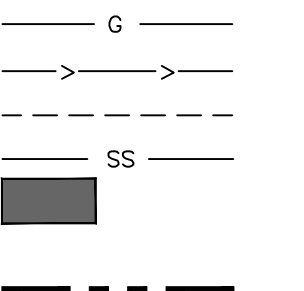
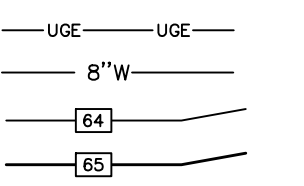
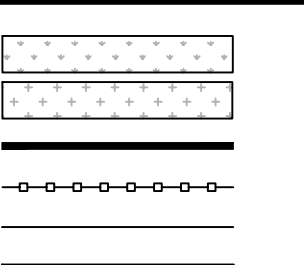
LEGEND

EXISTING

REFER TO
BOUNDARY &
TOPOGRAPHIC
SURVEY FOR
ADDITIONAL
INFORMATION



PROPOSED



INDEX

- C-01 COVER SHEET & LEGEND
- C-02 GENERAL NOTES
- EX BOUNDARY AND TOPOGRAPHIC SURVEY BY OWEN HASKELL, INC, DATED 9/23/21
- C-03 CONSTRUCTION MANAGEMENT PLAN
- C-10 SITE, UTILITY, & GRADING PLAN
- C-11 SUBDIVISION PLAT
- C-40 SITE DETAILS
- C-41 EROSION CONTROL NOTES & DETAILS

UTILITIES

SEWER

CITY OF PORTLAND
DEPARTMENT OF PUBLIC WORKS (DPW)
250 CANCO ROAD
PORTLAND, MAINE 04101
CONTACT: BRAD ROLAND, P.E.
(207) 874-8834



WATER

PORTLAND WATER DISTRICT
225 DOUGLASS STREET
PO BOX 3553
PORTLAND, MAINE 04104
CONTACT: ROBERT BARTELS, P.E.
(207) 774-5961



ELECTRIC

CENTRAL MAINE POWER COMPANY (CMP)
162 CANCO ROAD
PORTLAND, MAINE 04103
CONTACT: PAUL DUPERRÉ
(207) 828-2882



TELEPHONE

CONSOLIDATED COMMUNICATIONS
(FORMERLY FAIRPOINT)
45 FOREST AVE
PORTLAND, MAINE 04101
CONTACT: JAY CUNHA
603-433-2090



CABLE

SPECTRUM CABLE
118 JOHNSON ROAD
PORTLAND, MAINE, 04102
CONTACT: MARK PELLETIER
(877) 546-0962



NATURAL GAS

UNITIL SERVICE CORP
1075 FOREST AVENUE
PORTLAND, ME 04103
CONTACT: BRIDGET HARMON
(207) 541-2536



PROJECT TEAM

DEVELOPER

54 YORK, LLC
PORTLAND MAINE
CONTACT: JAY HIBBARD
(207) 232-8749

ARCHITECT

CALEB JOHNSON STUDIO
PORTLAND, MAINE
CONTACT: PATRICK BOOTH, R.A.
(207) 283-8777



SURVEYOR

OWEN HASKELL, INC
FALMOUTH, MAINE
CONTACT: SAMUEL D. GLIDDEN, PLS
(207) 774-0424



CIVIL ENGINEER

ACORN ENGINEERING, INC
PORTLAND, MAINE
CONTACT: PETE HEIL, P.E.
(207) 775-2655



ABBREVIATIONS

PARTIAL LIST OF ABBREVIATIONS AND THEIR CORRESPONDING MEANING. PLEASE CONTACT THE ENGINEER FOR ANY CLARIFICATION

A.C.	ASBESTOS CEMENT
APPROX.	APPROXIMATE
BC	BOTTOM OF CURB
BMP	BEST MANAGEMENT PRACTICE
BOT.	BOTTOM
CAD	COMPUTER AIDED DESIGN
CB	CATCH BASIN
CF	CUBIC FOOT
C.I.	CAST IRON
CIP	CAST IN PLACE
CL	CENTERLINE
CM	CONSTRUCTION MANAGER
CMP	CENTRAL MAINE POWER
CONC.	CONCRETE
CPP	CORRUGATED PLASTIC PIPE
CY	CUBIC YARD
DI	DUCTILE IRON
DIA.	DIAMETER
DIM.	DIMENSION
EA	EACH
ELEC.	ELECTRICAL
ELEV. EL.	ELEVATION
EQUIV.	EQUIVALENT
EST.	ESTIMATE
EX.	EXISTING
FFE	FINISH FLOOR ELEVATION
FD	FOUNDATION DRAIN
FT.	FEET
GAL.	GALVANIZED
ID	INNER DIAMETER
IN.	INCH
INV.	INVERT
L	LENGTH
MAX.	MAXIMUM
MDOT	MAINE DEPARTMENT OF TRANSPORTATION
M.E.P	MECHANICAL, ELECTRICAL, PLUMBING DESIGNER
MFG.	MANUFACTURED
MH	MANHOLE
MIN.	MINIMUM
O.C.	ON CENTER
OD	OUTSIDE DIAMETER
OHE/T/C	OVERHEAD ELECTRIC/TELEPHONE/CABLE
PC	PRECAST
PE	PROFESSIONAL ENGINEER
PERF	PERFORATED
PL	PROPERTY LINE
PLS	PROFESSIONAL LAND SURVEYOR
PR.	PROPOSED
PSI	POUNDS PER SQUARE INCH
PVC	POLYVINYL CHLORIDE
PWD	PORTLAND WATER DISTRICT
R	RADIUS
RD	ROOF DRAIN
RET.	RETAINING
ROW	RIGHT OF WAY
RPP	REINFORCED PLASTIC PIPE
S	SLOPE
SD	STORM DRAIN
SDR	STANDARD DIMENSION RATIO
SF	SQUARE FEET
SMH	SEWER MANHOLE
SPEC.	SPECIFICATION
TC	TOP OF CURB
TW	TOP OF WALL
TYP.	TYPICAL
UD	UNDERDRAIN
UGE	UNDERGROUND ELECTRIC
VIF	VERIFY IN FIELD

PRELIMINARY
NOT ISSUED FOR
CONSTRUCTION



VICINITY MAP
SCALE: 1"=500'

ISSUED FOR
SITE PLAN
COMMENT RESPONSE

BY
DATE
11/23/21
PFH
2/25/2022

COVER SHEET

DRAWING NAME:

PROJECT NAME/ADDRESS:
54 YORK STREET REDEVELOPMENT
54 YORK STREET, PORTLAND, MAINE 04101

CLIENT/OWNER OF RECORD:
54 YORK LLC
400 COMMERCIAL STREET, PORTLAND, MAINE 04101

ACORN ENGINEERING, INC.

ACORN ENGINEERING, INC.
PO BOX 3372, PORTLAND MAINE 04101
(207) 775-2655

STATE OF MAINE
PETER F. HEIL
15318
LICENSED PROFESSIONAL ENGINEER
2/25/22

FILE: 2.87_CIVIL

JN: 2.87

SCALE: AS NOTED

DESIGNED BY: PFH

DRAWN BY: EGJ

CHECKED BY: WHS/PFH

DRAWING NO.
C-01

1. THE CONTRACTOR SHALL CALL THE APPROPRIATE UTILITY COMPANIES AND DIG SAFE AT LEAST 72 HOURS PRIOR TO ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION FOR UTILITIES. OTHERWISE IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE LOCATION OF UNDERGROUND UTILITIES AND LOCATE ANY POTENTIAL CONFLICTS WITH THE APPROVED PLANS PRIOR TO CONSTRUCTION.
2. THE CONTRACTOR IS RESPONSIBLE FOR MAINTENANCE OF ALL EROSION CONTROL MEASURES SHOWN ON THE PLAN. IF DEEMED NECESSARY BY THE OWNER OR OWNER'S REPRESENTATIVE (IF APPLICABLE), ADDITIONAL EROSION CONTROL MEASURES SHALL BE INSTALLED AT NO ADDITIONAL COST TO THE OWNER.
3. THE CONTRACTOR SHALL PREPARE THEIR OWN MATERIAL SCHEDULE BASED ON THE PLANS AND FIELD VERIFICATION BY THE CONTRACTOR. ALL MATERIAL SCHEDULES SHOWN WITHIN THE PLAN SET ARE FOR GENERAL INFORMATION ONLY.
4. ALL CONSTRUCTION METHODS, TESTING AND MATERIALS SHALL CONFORM TO THE MAINE DEPARTMENT OF TRANSPORTATION SPECIFICATIONS, THE CITY OF PORTLAND AND SERVING UTILITY REQUIREMENTS, IF ANY. IN CASES WHERE THESE CONFLICT THE MOST STRINGENT SPECIFICATION SHALL APPLY AT NO ADDITIONAL COST TO THE OWNER.

- THE SITE CONTRACTOR SHALL MAINTAIN A SET OF PAPER AND CAD DRAWINGS WHICH SHALL RECORD THE ACTUAL LOCATION, DIMENSIONS, ELEVATIONS, MATERIALS OF THEIR WORK, INDICATING THEREON ALL VARIATIONS FROM THE CONTRACT DRAWINGS. THE CONTRACTOR SHALL PROVIDE THE OWNER WITH ONE COMPLETE SET OF REPRODUCIBLE RECORD DRAWINGS, IN .DWG FORMAT AND PAPER, STAMPED "AS-BUILT". IF AUTOCAD CAPABILITY IS NOT AVAILABLE, EXCLUDE FROM BID IN WRITING.
6. THE CONTRACTOR WILL REMAIN SOLELY AND COMPLETELY RESPONSIBLE FOR ENFORCEMENT OF AND COMPLIANCE WITH 1) ALL CONTRACT PLANS AND SPECIFICATIONS, 2) APPLICABLE INTERNATIONAL BUILDING CODE REQUIREMENTS, AND 3) ALL SITE WORKING CONDITIONS AND SAFETY REQUIREMENTS, DAY AND NIGHT, FOR BOTH PERSONS AND PROPERTY, IN EACH CASE BOTH BY THE CONTRACTOR AND ITS SUBCONTRACTORS. THESE INCLUDE ALL OSHA, NIOSH, U.S. EPA AND ANY OTHER APPLICABLE GOVERNMENTAL REGULATIONS.
7. EXISTING CONDITIONS, BOUNDARY SURVEY, AND TOPOGRAPHY FROM THE PLAN TITLED BOUNDARY AND TOPOGRAPHIC SURVEY BY OWEN HASKELL, INC, DATED 9/23/21.
8. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING ACCESS TO THE SITE AT ALL TIMES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TEMPORARY MARKINGS, SIGNAGE AND INCIDENTALS TO MAINTAIN A SAFE VEHICLE AND PEDESTRIAN ACCESS THROUGH THE LIFE OF THE PROJECT. THE CONTRACTOR SHALL NOTIFY THE PORTLAND PUBLIC SAFETY DIVISION ROUTINELY REGARDING TEMPORARY IMPACTS OR CHANGES TO SITE ACCESS CONDITIONS.
9. CONTRACTOR TO DETERMINE SOIL CLASSIFICATION INDEPENDENTLY FOR TRENCH, SHORING, AND OTHER SIMILAR CONSTRUCTION MEANS AND METHODS APPLICATIONS.
10. NO HOLES, TRENCHES, OR STRUCTURES SHALL BE LEFT OPEN OR UNATTENDED OVERNIGHT IN ANY AREA ACCESSIBLE TO THE PUBLIC OR WITHIN THE PUBLIC RIGHT-OF-WAY.
11. THE CONTRACTOR SHALL CONDUCT A PRE-CONSTRUCTION SURVEY OF INTERIOR SUBGRADE AND ABOVE GRADE ACCESSIBLE WALLS, CEILINGS, FLOORS, ROOF AND VISIBLE EXTERIOR AS VIEWED FROM THE GRADE LEVEL. THIS SHALL BE COMPLETED AT A MINIMUM FOR STRUCTURES ADJACENT TO THE SITE AND STRONGLY RECOMMENDED FOR STRUCTURES DIRECTLY ACROSS THE SITE ALONG YORK STREET AND MAPLE STREET. A COPY OF THE SURVEY SHOULD BE PROVIDED TO THE OWNER. DOCUMENT WITH PICTURES AT A MINIMUM.
12. THE CONTRACTOR SHALL PROVIDE A GPS MODEL OF THE PROPERTY TO PROVIDE TO ACORN ENGINEERING.
13. THE CONTRACTOR SHALL SURVEY ROCK SURFACE PRIOR TO EXCAVATION AND DEVELOP VOLUME CALCULATIONS TO SHARE WITH THE ENGINEER, ACORN ENGINEERING INC. (ACORN), IF ANY.
14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PRESERVATION OF ALL TREES AND SHRUBS ON THE PROJECT WHICH ARE NOT TO BE REMOVED.
15. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING ANY TRENCH PAVEMENT THAT HAS EXPERIENCED EXCESSIVE SETTLEMENT, CRACKING, OR OPENING OF JOINTS. REPAIRS MAY INCLUDE OVERLAY. REMOVAL OF WORK MAY BE NECESSARY AFTER THE FINAL ACCEPTANCE OF WORK OR PRIOR TO THE END OF THE WARRANTY PERIOD. THIS WORK SHALL BE DONE AT THE CONTRACTOR'S EXPENSE.

1. THE CONTRACTOR SHALL SUBMIT IN WRITING ANY REQUESTS TO ACORN TO MODIFY THE CONTRACT DOCUMENTS.
2. ALL SHOP, ERECTION, AND CONSTRUCTION DRAWINGS SHALL BE CHECKED AND STAMPED BY THE CONTRACTOR PRIOR TO SUBMISSION FOR ACORN'S REVIEW. ANY UNCHECKED OR NON-STAMPED SUBMITTALS WILL BE RETURNED WITHOUT REVIEW.
3. CONTRACTOR SHALL THOROUGHLY INSPECT AND SURVEY EXISTING STRUCTURES AND SITE TO VERIFY CONDITIONS THAT AFFECT THE WORK SHOWN ON THE DRAWINGS. CONTRACTOR TO NOTIFY ACORN OF ANY DISCREPANCIES PRIOR TO PROCEEDING.
4. DETAILS SHOWN APPLY TO ALL SIMILAR CONDITIONS UNLESS OTHERWISE INDICATED.
5. ALTHOUGH ALL DUE DILIGENCE HAS BEEN APPLIED TO MAKE THE DRAWINGS AS COMPLETE AS POSSIBLE, NOT ALL DETAILS ARE ILLUSTRATED, NOR IS EVERY EXCEPTION CONDITION ADDRESSED WITHIN THE CONTRACT DOCUMENTS.
6. ALL PROPRIETARY CONNECTIONS SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.
7. THE CONTRACTOR IS RESPONSIBLE FOR THE COORDINATION OF ALL WORK, INCLUDING DIMENSION AND LAYOUT VERIFICATION, MATERIALS COORDINATION, SHOP DRAWING REVIEW, AND THE WORK OF ANY SUBCONTRACTORS.
8. UNLESS OTHERWISE SPECIFICALLY INDICATED, THE DRAWINGS DO NOT DESCRIBE OR DIRECT MEANS OR METHODS OF CONSTRUCTION.
9. THE CONTRACTOR, IN THE PROPER SEQUENCE, SHALL PERFORM OR SUPERVISE ALL WORK NECESSARY TO ACHIEVE THE FINAL COMPLETED STRUCTURE, AND TO PROTECT THE STRUCTURE, WORKMEN, AND OTHERS DURING THE CONSTRUCTION. SUCH WORK SHALL INCLUDE, BUT NOT BE LIMITED TO, BRACING, SHORING FOR CONSTRUCTION EQUIPMENT, SHORING FOR EXCAVATION, FORMWORK, SCAFFOLDING, SAFETY DEVICES AND PROGRAMS OF ALL KINDS, SUPPORT AND BRACING FOR CRANES AND OTHER ERECTION EQUIPMENT.
10. DO NOT BACKFILL AGAINST RETAINING WALLS UNTIL SUPPORTING SLABS AND FLOOR FRAMING ARE IN PLACE AND SECURELY ANCHORED, UNLESS ADEQUATE BRACING IS PROVIDED. PRIOR TO BACKFILLING, CONCRETE SHALL BE CURED PER STRUCTURAL ENGINEER'S SPECIFICATIONS.
11. TEMPORARY BRACING SHALL REMAIN IN PLACE UNTIL ALL FLOORS, WALLS, ROOFS AND OTHER SUPPORTING ELEMENTS ARE IN PLACE, IF APPLICABLE.
12. ALL PAVEMENT JOINTS SHALL BE SAWCUT AND APPLIED WITH TACK COAT PRIOR TO PAVING TO PROVIDE A DURABLE AND UNIFORM JOINT.
13. ACORN BEARS NO RESPONSIBILITY FOR THE ABOVE ITEMS, AND SITE OBSERVATION VISITS DO NOT IN ANY WAY INCLUDE INSPECTION OF THEM.
14. EXCAVATIONS ACCOMPLISHED AS PART OF THIS PROJECT SHALL BE CONSTRUCTED IN ACCORDANCE WITH SUBPART P OF 29 CRF PART 1926.650-.652 (CONSTRUCTION STANDARD FOR EXCAVATIONS).
15. ALL TRENCH PAVEMENT REPAIR SHALL BE COMPLETED WITH THE USE OF A STREET PAVER WITH A SCREED WIDTH CAPABLE OF SPANNING THE FULL WIDTH OF THE TRENCH UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER.

1. ALL SITE SOILS-RELATED WORK AND FOOTING EXCAVATIONS PRIOR TO PLACING FORMS SHALL BE REVIEWED BY THE PROJECT GEOTECHNICAL ENGINEER.
2. ALL SITE DRAINAGE-RELATED WORK SHALL BE REVIEWED BY ACORN ENGINEERING.
3. NORMAL REVIEWS BY LOCAL BUILDING DEPARTMENT. NOTIFY 48 HOURS PRIOR TO REQUIRED REVIEW.
4. REQUIRED SPECIAL INSPECTIONS PER I.B.C. SECTION 1705.6 BY AN APPROVED SPECIAL INSPECTOR RETAINED BY OWNER. CONTRACTOR TO COORDINATE SPECIAL INSPECTIONS.
5. SPECIAL INSPECTOR SHALL BE A QUALIFIED PERSON WHO SHALL DEMONSTRATE COMPETENCE, TO THE SATISFACTION OF THE BUILDING OFFICIAL, FOR INSPECTION OF THE PARTICULAR TYPE OF CONSTRUCTION OR OPERATION REQUIRING SPECIAL INSPECTION.

- 5.1. DUTIES AND RESPONSIBILITIES OF THE SPECIAL INSPECTOR SHALL BE TO OBSERVE AND/OR TEST THE WORK ASSIGNED AND OUTLINE ABOVE FOR CONFORMANCE WITH THE CONTRACT DOCUMENTS, ALL DISCREPANCIES SHALL BE BROUGHT TO THE IMMEDIATE ATTENTION OF THE CONTRACTOR FOR CORRECTION.
- 5.2. THE SPECIAL INSPECTOR SHALL FURNISH REGULAR REPORTS TO THE BUILDING OFFICIAL. THE ARCHITECT AND ENGINEER OF RECORD, AND OTHER DESIGNATED PERSONS. PROGRESS REPORTS FOR CONTINUOUS INSPECTION SHALL BE FURNISHED WEEKLY, INDIVIDUAL REPORTS OF PERIODIC INSPECTIONS SHALL BE FURNISHED WITHIN ONE WEEK OF INSPECTION DATES. THE REPORTS SHALL NOTE UNCORRECTED DEFICIENCIES, AND NET CHANGES TO THE APPROVED CONSTRUCTION DOCUMENTS AUTHORIZED BY THE ENGINEER OF RECORD.
- 5.3. THE SPECIAL INSPECTOR SHALL SUBMIT A FINAL SIGNED REPORT WITHIN TEN DAYS OF THE FINAL INSPECTION STATING WHETHER THE WORK REQUIRING A SPECIAL INSPECTION WAS, TO THE BEST OF THE INSPECTOR'S KNOWLEDGE AND BELIEF, IN CONFORMANCE WITH THE APPROVED CONSTRUCTION DOCUMENTS AND THE APPLICABLE WORKMANSHIP PROVISIONS OF THE INTERNATIONAL BUILDING CODE. WORK NOT IN COMPLIANCE SHALL BE NOTED IN THE REPORT.
- 5.4. SPECIAL INSPECTOR SHALL BE EMPLOYED BY THE OWNER AND COORDINATED BY THE CONTRACTOR.

1. MONUMENTS DELINEATING PROPERTY LINES OR RIGHT OF WAYS SHALL NOT BE DISTURBED DURING CONSTRUCTION OPERATIONS. IN THE CASE A MONUMENT IS DISTURBED, AT THE CONTRACTOR'S EXPENSE, THE MONUMENT SHALL BE RESET TO ITS ORIGINAL LOCATION AND ELEVATION BY A LICENSED PROFESSIONAL LAND SURVEYOR.
2. ALL DIMENSIONS ON THE FOLLOWING SHEETS TAKE PRECEDENT OVER SCALED DIMENSIONS. EACH DRAWING WITH A BAR SCALE MEANS THAT THE DRAWING/DETAIL HAS BEEN SCALED AS ACCURATELY AS POSSIBLE, AND THE BAR SCALE IS FOR GENERAL REFERENCE ONLY. IF NO BAR SCALE IS PRESENT, THEN THERE IS NO SCALE TO THAT DRAWING/DETAIL. AT NO TIME SHOULD DRAWINGS BE SCALED FROM. ANY DISCREPANCIES BETWEEN DRAWINGS, DETAILS, SPECIFICATIONS AND THE FIELD CONDITION SHALL BE IMMEDIATELY REPORTED TO ACORN FOR FURTHER DIRECTIONS BEFORE ANY ADDITIONAL WORK PROCEEDS.
3. SIGNAGE, STRIPING, AND PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
4. ALL TRAFFIC CONTROL SIGNS INDICATED ON THE SITE LAYOUT PLAN ARE TO MEET ALL REQUIREMENTS & CONDITIONS OF THE CITY OF PORTLAND, MAINE DEPARTMENT OF TRANSPORTATION AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION.
5. THE CONTRACTOR SHALL OBTAIN THE SERVICES OF A LICENSED PROFESSIONAL LAND SURVEYOR TO PROVIDE A MINIMUM OF TWO TEMPORARY BENCHMARKS WITHIN THE SITE AND TO LOCATE PROPOSED STRUCTURE CORNERS.
6. CONTRACTOR TO ENSURE THAT ACCESS, INCLUDING BUT NOT LIMITED TO WALKWAYS, DRIVEWAYS, AND MAILBOXES ADJACENT TO THE PROJECT REMAIN FUNCTIONAL AND AVAILABLE FOR USE AT ALL TIMES.

1. THIS PROJECT IS SUBJECT TO THE TERMS AND CONDITIONS OF SITE PLAN – MAJOR SITE PLAN APPLICATION AND SUBDIVISION PERMIT FROM THE CITY OF PORTLAND.
2. THE CONTRACTOR SHALL REVIEW THE ABOVE REFERENCED PERMITS PRIOR TO SUBMITTING A BID FOR THIS PROJECT, AND INCLUDE COSTS AS NECESSARY TO COMPLY WITH THE CONDITIONS OF THESE PERMITS.
3. ALL WORK WITHIN THE PUBLIC RIGHT-OF-WAY REQUIRES A STREET OPENING PERMIT FROM THE CITY OF PORTLAND. ADDITIONALLY, COORDINATE WITH THE DEPARTMENT OF PUBLIC WORKS.

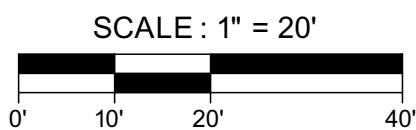
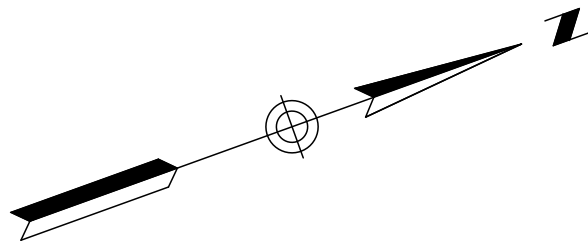
1. TOPSOIL STRIPPED FROM THE SITE THAT IS SUITABLE FOR REUSE AS LOAM (MEETS THE REQUIREMENTS WITHIN SECTION 615 OF THE MDOT STANDARD SPECIFICATIONS, MOST RECENT VERSION) AND IS FREE OF TRACEABLE AMOUNTS OF CONTAMINANTS) SHALL BE STOCKPILED WITHIN THE PROPOSED LIMIT OF WORK AREA. THE CONTRACTOR SHALL NOT ASSUME THAT ANY STRIPPED TOPSOIL WILL BE ACCEPTABLE FOR REUSE WITH THEIR ESTIMATE.
2. THE CONTRACTOR SHALL ANTICIPATE THAT GROUNDWATER WILL BE ENCOUNTERED DURING CONSTRUCTION AND SHALL INCLUDE SUFFICIENT COSTS WITHIN THEIR BID TO PROVIDE DEWATERING AS NECESSARY; NO SEPARATE PAYMENT SHALL BE MADE TO THE CONTRACTOR FOR DEWATERING. DEWATERING SHALL INCLUDE TREATMENT OF SILT THROUGH THE USE OF A DIRTBAG BY ACF ENVIRONMENTAL OR APPROVED EQUIVALENT. FLOWS FROM DEWATERING ACTIVITIES SHALL NOT BE DISCHARGED INTO SANITARY SEWERS. SEE BORING LOGS FOR ADDITIONAL INFORMATION.
3. THE OWNER SHALL BE RESPONSIBLE FOR OBTAINING ANY EASEMENT OR TEMPORARY CONSTRUCTION RIGHTS AS NECESSARY BY PRIVATE ADJACENT LAND OWNERS. THE CONTRACTOR SHALL NOT DISTURB ANY SOIL BEYOND THE PROPERTY LINE WITHOUT NOTIFYING AND OBTAINING SUCH EASEMENT OR TEMPORARY CONSTRUCTION RIGHT FROM THE ADJACENT LAND OWNERS. PRIOR TO THE CONTRACTOR PRICING THE WORK, THEY SHALL PROVIDE ACORN WITH PROOF OF SUCH EASEMENT OR TEMPORARY RIGHTS. SHOULD EASEMENTS OR TEMPORARY RIGHTS NOT BE AVAILABLE, THE CONTRACTOR SHALL INCLUDE COST FOR BRACING AND SHORING AS NECESSARY.
4. THE MINIMUM SLOPE SHALL MEET OR EXCEED 0.5% IN ALL CASES WHERE NOT NOTED ON THE GRADING PLAN. SLOPES IDENTIFIED ON THE GRADING PLAN TAKE PRECEDENT. ALL SLOPES SHALL BE AWAY FROM BUILDINGS AND TOP OF PAVEMENT SHALL BE AT OR BELOW EXISTING FINISH FLOOR ELEVATIONS.
5. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST GEOTECHNICAL REPORT PREPARED BY THE PROJECT GEOTECHNICAL ENGINEER.
6. NO ADDITIONAL PAYMENT WILL BE MADE FOR UNSUITABLE MATERIALS THAT MAY EXIST ON SITE.
7. ALL STORM DRAIN PIPE SHALL BE SMOOTH BORE INTERIOR PROVIDING A MANNINGS ROUGHNESS COEFFICIENT OF $N=0.012$ OR LESS.
8. ADJUST ALL MANHOLES, CATCH BASINS, CURB BOXES, ETC. WITHIN LIMITS OF WORK TO FINISH GRADE.
9. NATIVE SOILS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO LIMIT THE DISTURBANCE TO SUBGRADE SOILS. SHOULD THE SUBGRADE BECOME YIELDING OR DIFFICULT TO WORK, CONTACT ACORN. THE DISTURBED AREAS SHALL BE EXCAVATED AND BACKFILLED WITH COMPACTED SELECT FILL OR CRUSHED STONE AT NO ADDITIONAL EXPENSE TO THE OWNER.
10. ALL SUBGRADE PREPARATION IS SUBJECT TO THE RECOMMENDATIONS OF THE PROJECT GEOTECHNICAL ENGINEER, IF APPLICABLE.

1. DISTURBED AREAS ARE DEFINED AS THOSE SURFACES WHERE EXISTING VEGETATION OR STRUCTURES HAVE BEEN REMOVED, EXPOSING NATIVE SOIL TO THE ELEMENTS.
2. ALL ROUTINE WORK ACTIVITIES SHALL BE CONDUCTED IN SUCH A WAY TO LIMIT THE AMOUNT OF DISTURBED AREA AT ONE TIME TO THE EXTENT PRACTICABLE.
3. PRIOR TO THE START OF ANY CLEARING/LAND DISTURBING ACTIVITIES, THE CONTRACTOR SHALL INSTALL APPLICABLE EROSION CONTROL DEVICES SUCH AS PERIMETER SILT FENCE, AND OTHER APPLICABLE MEASURES. IN THE EVENT THE CONTRACTOR IS NOT SURE A EROSION CONTROL MEASURE SHOULD BE IMPLEMENTED, THE CONTRACTOR SHALL CONTACT THE ENGINEER OF RECORD TO CONFIRM IMPLEMENTATION OF ANY EROSION CONTROL DEVICES.
4. ALL GROUND AREAS GRADED FOR CONSTRUCTION SHALL BE GRADED, LOAMED, SEEDED AND MULCH SHALL BE APPLIED AS SOON AS POSSIBLE WITHIN 7 DAYS FOLLOWING THE COMPLETION OF ANY SOIL DISTURBANCE, AND PRIOR TO ANY STORM EVENT.
5. EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE INSTALLED TO THE SATISFACTION OF THE CITY. THE CONTRACTOR SHALL PREPARE THE APPROVED EROSION AND SEDIMENTATION CONTROL REPORT FOR TEMPORARY AND PERMANENT EROSION AND SEDIMENTATION CONTROL DEVICES IN ADDITION TO THE PLAN SET. THE CONTRACTOR SHALL ALSO REFER TO THE MAINE D.E.P.'S PERMIT CONDITIONS, FINDINGS OF FACT AND ORDER (IF ANY), AND THE CURRENT MAINE EROSION AND SEDIMENT CONTROL BMP MANUAL FOR ADDITIONAL INFORMATION.
6. PRIOR TO PAVING, THE CONTRACTOR SHALL REMOVE ALL SEDIMENT FROM STORM DRAINS, CATCH BASINS, AND APPURTENANCES.
7. REFER TO THE EROSION CONTROL DETAILS & NOTES FOR ADDITIONAL INFORMATION.

1. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND ELEVATION OF THE EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED UPON RECORDS OF VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THIS INFORMATION IS NOT TO BE RELIED UPON AS BEING EXACT OR COMPLETE. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO TEST PIT TO DETERMINE THE EXACT LOCATION AND ELEVATION OF UTILITIES TO COORDINATE WITH THE PROPOSED CONNECTIONS OR CROSSING. ANY DISCREPANCIES SHALL BE IMMEDIATELY REPORTED TO ACORN FOR FURTHER DIRECTIONS BEFORE ANY ADDITIONAL WORK PROCEEDS.
2. CONTRACTOR TO BYPASS EXISTING SEWER FLOW CONTROL AT CONNECTION TO EXISTING SYSTEM AT NO ADDITIONAL COST.
3. CONTRACTOR SHALL, AT NO ADDITIONAL COST TO THE OWNER, CONDUCT EXPLORATORY EXCAVATIONS AT LOCATIONS WHERE PROPOSED EXCAVATION WILL INTERSECT WITH EXISTING UTILITIES, PRIOR TO THE ORDERING OF STRUCTURES.
4. ALL NEW SANITARY MANHOLES SHALL BE VACUUM TESTED BEFORE BACKFILLING. TESTING SHALL BE COMPLETED IN ACCORDANCE WITH TECHNICAL REPORT #16 (TR-16): GUIDES FOR THE DESIGN OF WASTEWATER TREATMENT WORKS, PREPARED BY THE NEW ENGLAND INTERSTATE WATER POLLUTION CONTROL COMMISSION.
5. SEWER MANHOLES SHALL BE 4' ID UNLESS OTHERWISE STATED ON THE PLANS.
6. CONTRACTOR TO PROVIDE 5.5' OF COVER FROM TOP OF PIPE TO FINISH GRADE FOR WATER MAINS.
7. THRUST BLOCKS SHALL BE USED FOR THRUST RESTRAIN ON WATER MAINS. DETAIL AND LIMITS FOR THRUST BLOCKS ARE SHOWN WITHIN THE PLAN SET.
8. WATER INFRASTRUCTURE SHALL BE TESTED IN ACCORDANCE WITH THE PORTLAND WATER DISTRICT DOCUMENT "WATER AND SEWER CONSTRUCTION SPECIFICATIONS AND PROCEDURE", MOST RECENT REVISION.
9. ALL REQUIRED FITTINGS FOR THE WATER MAIN ARE NOT SHOWN ON DRAWINGS. CONTRACTOR SHALL FURNISH AND INSTALL ALL NECESSARY FITTINGS REQUIRED TO CONSTRUCT THE WATER MAIN IN ACCORDANCE WITH CITY OF PORTLAND, STATE OF MAINE, AND AMERICAN WATER WORKS ASSOCIATION STANDARDS AND REGULATIONS.
10. CONTRACTOR SHALL COORDINATE WORK REGARDING ANY WATER MAIN CONNECTION AND WATER MAIN SHUTDOWN WITH THE PORTLAND WATER DISTRICT AT LEAST SEVEN (7) DAYS PRIOR TO CONSTRUCTION.
11. ALL WATER PIPE INSTALLATION SHALL CONFORM WITH THE PORTLAND WATER DISTRICT SPECIFICATIONS AND PROCEDURES, MOST RECENT EDITION.
12. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.
13. SEWER, GAS, TELEPHONE, ELECTRICITY, CABLE, WATER AND ANY OTHER UTILITY CONNECTIONS SHALL BE REVIEWED BY PLUMBING, ELECTRICAL, AND MECHANICAL DESIGNER FOR CONSISTENCY WITH THEIR PLANS PRIOR TO CONSTRUCTION.
14. COORDINATE EXIT POINT FOR SECONDARY UTILITY SERVICES WITH THE ARCHITECT/ELECTRICAL ENGINEER. SECONDARY LINE LOCATIONS NOT PROVIDED BY ACORN WITHIN THE UTILITY PLAN.
15. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN ALL THE NECESSARY PERMITS FOR THE INSTALLATION OF THE UTILITIES AND STORMDRAINS WITHIN THE PUBLIC RIGHT OF WAY. THE CONTRACTOR SHALL SUBMIT A MAINTENANCE OF TRAFFIC PLAN TO THE CITY IN ACCORDANCE WITH THE CITY OF PORTLAND TECHNICAL MANUAL PRIOR TO ANY WORK.
16. THE CONTRACTOR SHALL PROVIDE AND INSTALL ALL BOXES, FITTINGS, CONNECTORS, COVER PLATES AND OTHER MISCELLANEOUS ITEMS NOT NECESSARILY DETAILED ON THE DRAWINGS TO RENDER INSTALLATION OF UTILITIES COMPLETE AND OPERATIONAL AT NO EXTRA EXPENSE TO THE OWNER.
17. ALL PIPE LINES SHALL SLOPE UNIFORMLY BETWEEN ELEVATIONS INDICATED ON THE DRAWINGS. NO CRESTS OR SAGS IN THE PIPING WILL BE PERMITTED. ALL HORIZONTAL AND VERTICAL BENDS IN PRESSURIZED PIPE LINES SHALL BE SUITABLY RESTRAINED WITH THRUST BLOCKS OR RETAINER GLANDS. RETAINER GLANDS ALLOWED FOR DUCTILE IRON PIPE ONLY. PROVIDE ALL BENDS, HORIZONTAL AND VERTICAL, AS REQUIRED TO MEET THE GRADES AND ALIGNMENTS INDICATED ON THE DRAWINGS.
18. ALL WASTEWATER PIPING, EXCLUDING BUILDING DRAINS, AND ALL PRESSURIZED PIPING, TO INCLUDE WATER MAINS, INSTALLED BENEATH STRUCTURES SHALL BE ENCASED IN CONCRETE.
19. WHERE NEW PIPING IS TO BE CONNECTED TO EXISTING PIPING, THE CONTRACTOR SHALL FURNISH AND INSTALL ALL ADAPTERS, FITTINGS AND ADDITIONAL PIPE AS REQUIRED TO ENSURE A COMPLETE AND PROPERLY FUNCTIONING CONNECTION. CONTRACTOR TO VERIFY LOCATION, ELEVATION, ORIENTATION AND MATERIAL OF CONSTRUCTION. ADAPTERS AND FITTINGS ARE INCIDENTAL TO THE PIPE INSTALLATION.
20. WHENEVER POSSIBLE, WATER LINES SHOULD BE INSTALLED OVER WASTEWATER LINES. A MINIMUM SEPARATION OF 18 INCHES BETWEEN THE BOTTOM OF THE WATER LINE AND THE TOP OF THE WASTEWATER LINE SHALL BE MAINTAINED WHERE POSSIBLE. WHERE A WATER LINE CROSSES UNDER THE WASTEWATER LINE, A FULL LENGTH OF WASTEWATER PIPE SHALL BE CENTERED ABOVE THE WATER LINE SO THAT BOTH JOINTS WILL BE AS FAR FROM THE WATER LINE AS POSSIBLE.
21. THE CONTRACTOR SHALL BE ANTICIPATE THAT THE NATIVE SILT AND CLAY SOILS WILL NOT BE SUITABLE FOR PIPE TRENCH BACKFILL IN PAVED AREAS.
22. GROUNDWATER SHALL BE CONTROLLED TO A LEVEL OF AT LEAST ONE FOOT BELOW SUBGRADE OF THE PIPE OR STRUCTURE. THE CONTRACTOR SHALL MAINTAIN THE LOWERED GROUNDWATER LEVEL UNTIL CONSTRUCTION HAS BEEN COMPLETED TO SUCH AN EXTENT THAT THE STRUCTURES OR PIPES WILL NOT BE FLOATED OR OTHERWISE DAMAGED.
23. EXCAVATION TO SUBRADE IN NATIVE SILT AND CLAY SHALL BE COMPLETED WITH A SMOOTH EDGE BUCKET TO MINIMIZE SUBGRADE DISTURBANCE.
24. ALL ADJUSTMENTS TO FINISHED GRADE ARE TO BE COMPLETED BY THE CONTRACTOR. THE CONTRACTOR SHALL CONFIRM STRUCTURES THAT REQUIRE ADJUSTMENT WITH THE ENGINEER OR OWNERS REPRESENTATIVE PRIOR TO ADJUSTING FRAMES.

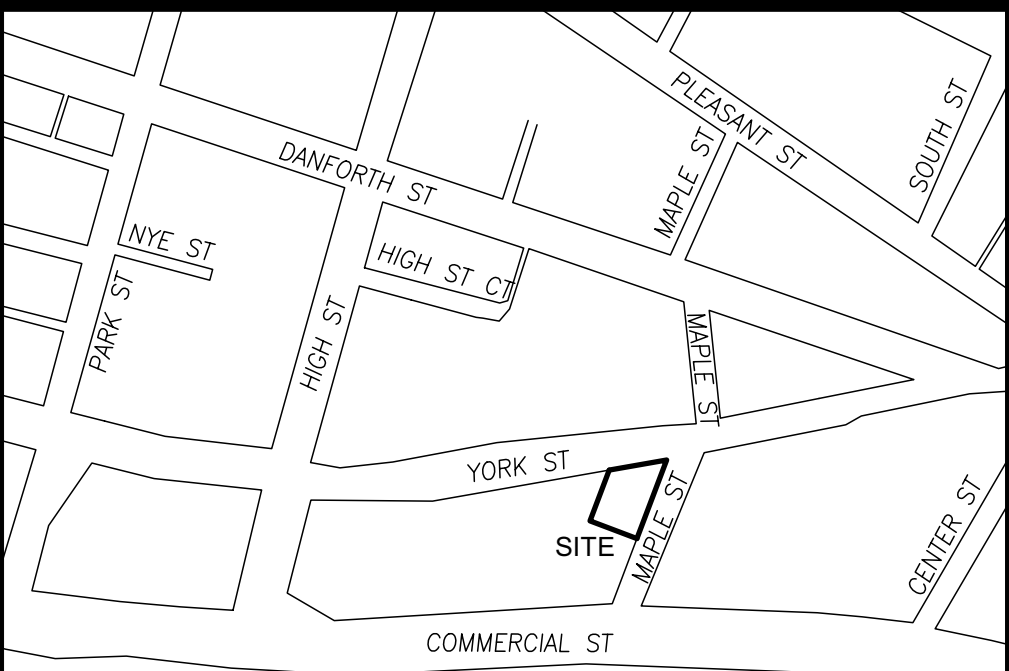
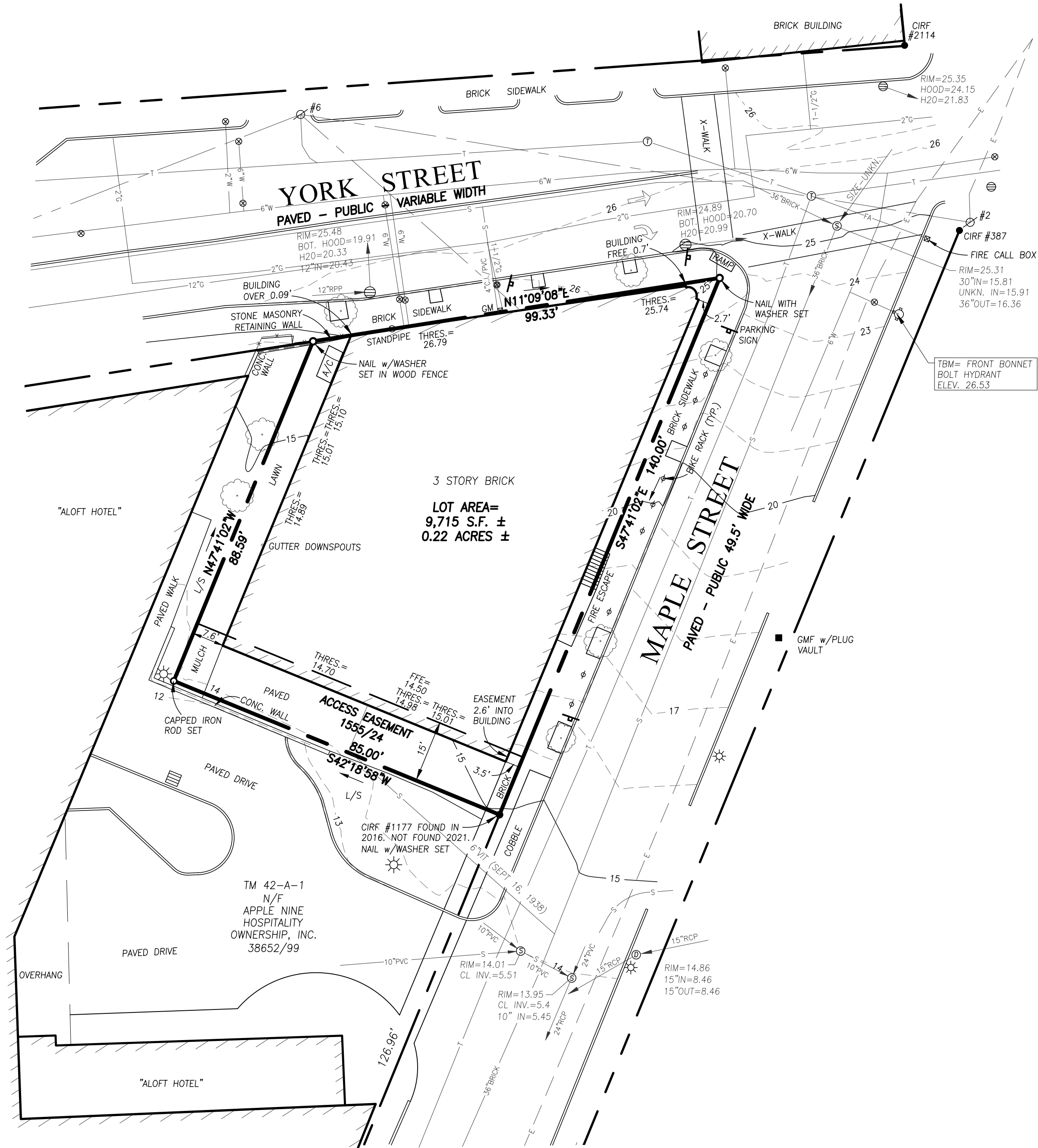
1. THE FOLLOWING ITEMS ARE TYPICAL OF MATERIAL WHICH MAY BE ON SITE:
 - ROCK AND CONCRETE FOUNDATIONS
 - CONCRETE SLABS
 - BITUMINOUS ASPHALT PAVEMENT
 - CONCRETE PADS AND BLOCKS
 - FENCE POST AND FENCING
 - UNDERGROUND UTILITY LINES
 - ABOVE AND OR BELOW FUEL OIL AND PROPANE GAS TANKS
 - STORM DRAIN PIPES AND APPURTENANCE STRUCTURES
 - OTHER TRASH & MISCELLANEOUS SOLID WASTES
2. THE CONTRACTOR IS ADVISED TO VISIT THE SITE TO CONFIRM DEMOLITION ITEMS SINCE THE LIST IS NOT INCLUSIVE OF THE SITE CONDITIONS WHICH MAY BE ENCOUNTERED
3. ALL DISPOSAL OF DEMOLITION DEBRIS OR WASTE SHALL BE IN ACCORDANCE WITH ALL LOCAL, STATE, & FEDERAL REGULATIONS. CONTRACTORS SHALL PROVIDE OWNER WITH APPROPRIATE "BILLS OF LADING" DEMONSTRATING PROPER DISPOSAL OF ALL MATERIALS.

[illegible]



UTILITY NOTE

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEY HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. CALL 1-888-DIGSAFE AT LEAST THREE BUSINESS DAYS BEFORE PERFORMING ANY CONSTRUCTION. DUE TO OSHA CONFINED SPACE REQUIREMENTS, ALL INVERTS AND PIPE SIZES MUST BE VERIFIED PRIOR TO ANY CONSTRUCTION.



LOCATION MAP

N.T.S.

LEGEND

●	IRON PIPE OR ROD FOUND	—X—X—	FENCE
○	MONUMENT FOUND	=====	CURB
○	CAPPED IRON ROD SET	—OHW—	OVERHEAD WIRES
○	UTILITY POLE	—W—	WATER LINE
○	MANHOLE	—G—	GAS LINE
○	SIGN	—T—	TELEPHONE
○	CATCH BASIN	—SD—	STORM DRAIN
○	HYDRANT	—S—	SANITARY SEWER
○	WATER VALVE OR SHUTOFF	—20—	1' CONTOUR
○	LIGHT POLE	IPF/IRF	IRON PIPE OR ROD FOUND
○	DECIDUOUS TREE	N/F	NOW OR FORMERLY
		000/000	DEED BOOK / PAGE
		FFE	FINISHED FLOOR ELEVATION
		THRES.	THRESHOLD

PLAN REFERENCES

1. "PLAN OF LAND ON COMMERCIAL, HIGH, YORK, & MAPLE STREETS, PORTLAND, MAINE FOR RUFUS DEERING COMPANY," BY OWEN HASKELL, INC. DATED JANUARY 9, 1989.
2. STANDARD BOUNDARY SURVEY FOR WILLIAM J. DOWD LOCATED IN PORTLAND, MAINE," BY D.A. MAXFIELD, JR. DATED NOVEMBER, 1987.
3. "ALTA/ACSM LAND TITLE SURVEY ON HIGH, DANFORTH, MAPLE, & YORK STREETS MADE FOR J.B. BROWN & SONS," BY OWEN HASKELL, INC. DATED DECEMBER 3, 2013.
4. "BOUNDARY & TOPOGRAPHIC SURVEY ON 383 COMMERCIAL STREET, PORTLAND, MAINE MADE FOR BERNSTEIN SHUR" SEPT. 6, 2016 REVISED 11-16-16 BY OWEN HASKELL, INC.
5. "SUBDIVISION PLAN OF: 383 COMMERCIAL STREET, PORTLAND, MAINE FOR RECORD OWNER: DEERING PROPERTY DEVELOPMENT, LLC," BY SEBAGO TECHNICS, DATED 10-22-18. RECORDED IN PLAN BOOK 218, PAGE 510.

GENERAL NOTES

1. OWNER OF RECORD: 54 YORK, LLC
TAX MAP 42 BLOCK A LOT 7-8
C.C.R.D. BOOK 38325 PAGE 284
2. BEARINGS ARE BASED ON STATE PLANE COORDINATE SYSTEM MAINE WEST ZONE, NAD 83 PER PLAN REFERENCE 1.
3. ELEVATIONS ARE BASED ON CITY DATUM.
4. SANITARY SERVICE CONNECTIONS ARE TAKEN FROM DEPARTMENT OF PUBLIC WORKS SEWER CARDS AND NOT FIELD VERIFIED.

CERTIFICATE

OWEN HASKELL, INC. HEREBY CERTIFIES THAT THIS PLAN IS BASED ON, AND THE RESULT OF, AN ON THE GROUND FIELD SURVEY AND THAT TO THE BEST OF OUR KNOWLEDGE, INFORMATION AND BELIEF, IT CONFORMS TO THE BOARD OF LICENSURE FOR PROFESSIONAL LAND SURVEYORS CURRENT STANDARDS OF PRACTICE.

Samuel D. Glidden
SAMUEL D. GLIDDEN, PLS #2520

9/24/21
DATE



Boundary & Topographic Survey

At
54 York Street, Portland, Maine
Made for
54 York, LLC
400 Commercial Street, Suite 101
Portland, Maine 04101

OWEN HASKELL, INC. PROFESSIONAL LAND SURVEYORS 390 US ROUTE 1, UNIT 10, FALMOUTH, ME 04105 TEL. 207-774-0424			
DRAWN BY: SDG / J.W.	DATE: SEPT. 23, 2021	JOB NO.	2021-265 P
CHECKED BY: SDG	SCALE: 1" = 20'	DRWG. NO.	1

GENERAL NOTES:

- ALL BRICK SIDEWALK AND VERTICAL GRANITE CURB TO BE REPLACED SHALL BE REBUILT TO CITY OF PORTLAND STANDARD.
- ALL PAVEMENT STRIPING AND MARKINGS SHALL COMPLY TO CITY OF PORTLAND STANDARDS.
- CURB TO BE REMOVED, STOCKPILED AND RESET IN ACCORDANCE WITH DETAIL. BROKEN CURB SHALL BE PROPERLY DISPOSED OF AND SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
- ALL RAMPS TO CONFORM TO ADA GUIDELINES. SLOPE SHALL NOT EXCEED 1 INCH PER FOOT.
- ALL SITE SIGNAGE TO COMPLY WITH MUTCD STANDARDS. CONTRACTOR TO COORDINATE AND INSTALL.
- FOLLOWING COMPLETION OF CONSTRUCTION, THE OWNER SHALL BE RESPONSIBLE FOR THE MAINTENANCE AND MANAGEMENT OF DRIVEWAYS, SITE LIGHTING, TRASH REMOVAL AND SNOW REMOVAL.

UTILITY NOTES:

- LOCATION OF PROPOSED CONNECTIONS ARE APPROXIMATE. CONTRACTOR TO CONTACT ENGINEER IF FIELD INFORMATION VARIES FROM INFORMATION ON PLANS.
- CONTRACTOR IS TO BE CAUTIONED THAT CERTAIN LOCATIONS AND/OR ELEVATIONS OF EXISTING UTILITIES HAVE BEEN PROVIDED THROUGH UTILITY COORDINATION OR OTHER OBSERVATIONS. INFORMATION IS NOT TO BE RELIED UPON AS EXACT OR COMPLETE. CONTRACTOR TO FIELD VERIFY AND COORDINATE WITH UTILITY COMPANY AND DIG SAFE NO LESS THAN 72 HOURS PRIOR TO ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF ALL UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS INDICATED IN THE CONTRACT DOCUMENTS. CONTRACTOR TO NOTIFY ENGINEER OF ANY DIFFERENTIATIONS FROM EXISTING CONDITIONS, INCLUDING UTILITY INFORMATION, PRIOR TO ANY CHANGES.
- FOR ALL UTILITIES, ACORN ENGINEERING DESIGN LIMITS END AT EXTERIOR WALL OF BUILDING. METERING OF UTILITIES TO BE COMPLETED BY M.E.P. UNLESS SPECIFIED OTHERWISE.
- CONTRACTOR TO COORDINATE WITH ARCHITECT ON FINAL UTILITY CONNECTIONS WITHIN THE BUILDING.
- SEWER UTILITIES: CONTRACTOR TO COORDINATE WITH ARCHITECT FOR FINAL SERVICE CONNECTION. SEWER UTILITIES TO BE CONSTRUCTED IN ACCORDANCE WITH CITY OF PORTLAND STANDARDS. VALVE FOR BACKFLOW PREVENTION SHALL BE INSTALLED WITHIN THE THE PROPERTY LINES FOR EACH CITY SEWER CONNECTION. CONTACT ENGINEER IF INVERT FIELD CONDITIONS VARY FROM DESIGN.
- WATER UTILITIES: FINAL PIPE SIZING PROVIDED BY M.E.P. ENGINEER AND FIRE PROTECTION DESIGNER. INTERNAL METERING, BACKFLOW PREVENTION, AND PRESSURE REDUCERS TO BE COMPLETED BY M.E.P. ENGINEER. DOMESTIC WATER PIPE SIZES WILL DETERMINE THE FINAL WATER METERING OPTIONS. METER MAY BE SMALLER THAN PROPOSED WATER MAIN. WATER METERING, PRESSURE REDUCER AND BACKFLOW PREVENTION TO BE IN ACCORDANCE WITH THE PORTLAND WATER DISTRICT STANDARDS. CONTRACTOR TO FOLLOW METERING GUIDELINES OF THE PORTLAND WATER DISTRICT AND CITY OF PORTLAND.
- GAS UTILITIES: PROJECT GAS LOAD, GAS UTILITY DESIGN, AND FINAL GAS SERVICE LOCATION AND METERS TO BE DEFINED BY M.E.P. AND IN ACCORDANCE WITH UNTIL.
- EXISTING GAS MAIN INFORMATION OBTAINED FROM UNTIL 54 YORK STREET MAIN RECORD ON 11/5/2021. EXISTING PROPERTY'S GAS SERVICE INFORMATION OBTAINED FROM UNTIL ON 11/5/2021. COORDINATE WITH UNTIL FOR ADDITIONAL INFORMATION.
- ELECTRIC UTILITIES: ELECTRIC DESIGN TO BE FINALIZED BY M.E.P. ENGINEER. ELECTRICAL LOAD TO BE DETERMINED BY M.E.P. ENGINEER. METER LOCATION AND TRANSFORMER SIZE, IF NECESSARY DEFINED BY M.E.P. M.E.P. TO FINALIZE SERVICE CONNECTION TO BUILDING. ALL ELECTRIC CONSTRUCTION SHALL CONFORM TO CMP GUIDEBOOK OF STANDARD REQUIREMENTS, MOST RECENT EDITION. DESIGN SUBJECT TO FINAL APPROVAL FROM CMP.
- CABLE AND TELEPHONE PULLBOXES AND PEDESTAL LOCATIONS TO BE DETERMINED BY CHARTER COMMUNICATIONS AND FAIRPOINT PRIOR TO CONSTRUCTION. CONTRACTOR TO COORDINATE INSTALLATION OF UNDERGROUND UTILITIES WITH ALL UTILITY COMPANIES INVOLVED.

SPACE AND BULK STANDARDS

ZONE: B5b - URBAN COMMERCIAL BUSINESS	REQUIRED	EXISTING	PROPOSED
MIN LOT AREA	NONE	9,715 SF	9,715 SF
BUILDING (PRINCIPAL): MIN. FRONT SETBACK	10'	0'	0'
BUILDING MIN. SIDE SETBACK	NONE	7.67'	7.67'
BUILDING MIN. REAR SETBACK	NONE	12.36'	12.36'
LOT AREA PER DWELLING UNIT	NONE	N/A	693 SF
LOT COVERAGE (MAX.)	100%	78.6%	78.6%
STRUCTURE HEIGHT (MAX.)	65'	45.17'	45.17'
IMPERVIOUS SURFACE RATIO (MAX.)	NONE	92.7%	96.3%
INDOOR BICYCLE PARKING*	6 INDOOR	9 OUTDOOR	8 INDOOR + EXISTING 9 OUTDOOR
OFF-STREET PARKING**	N/A	N/A	N/A
*BICYCLE PARKING BASED UPON TWO (2) SPACES PER FIVE (5) UNITS WITH 14 UNITS = 6 BICYCLE PARKING SPACES			
**VEHICLE PARKING BASED UPON LAND USE CODE, TABLE 19-B: NO OFF-STREET PARKING REQUIRED			

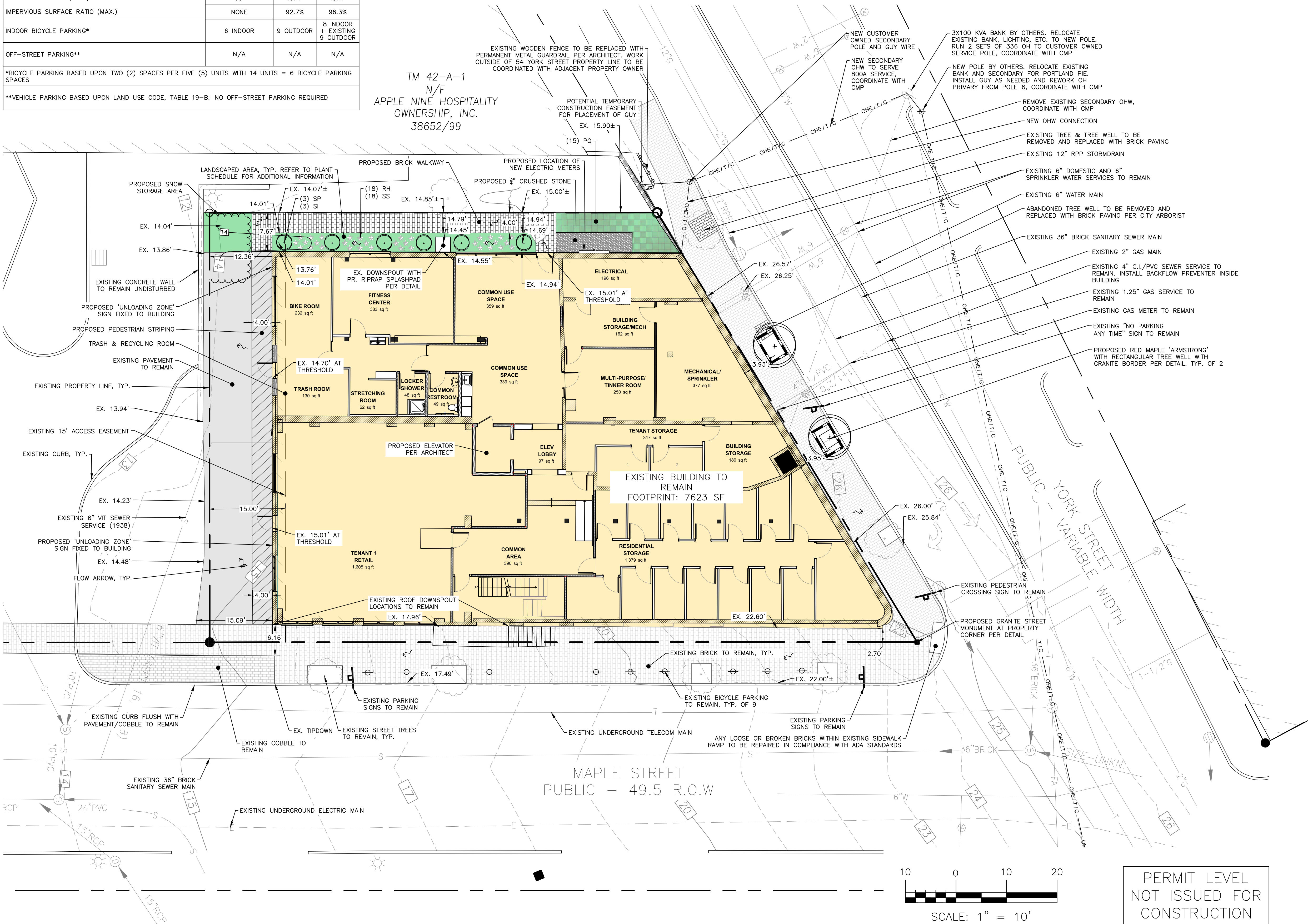
MINIMUM HORIZONTAL UTILITY SEPARATION

UTILITY	UGE/T/C	WATER	SEWER	GAS	STORMWATER
UGE/T/C	-	6'	5'	4'	6'
WATER	6'	-	5*	6'	3'
SEWER	5'	5*	-	5'	10'
GAS	4'	6'	5'	-	3'
STORMWATER	6'	3'	10'	3'	-

*PERMISSIBLE ONLY IF SEWER IS LAID MIN. 18" BELOW WATER SERVICE; OTHERWISE, 10' OF HORIZONTAL SEPARATION MUST BE MAINTAINED.

PLANT SCHEDULE

ID	BOTANICAL NAME	COMMON NAME	QTY	SIZE
TREES				
AR	ACER RUBRUM	RED MAPLE	2	2" CAL.
SHRUBS				
SP	SALIX PURPUREA 'NANA'	PURPLE WILLOW	3	3 GAL.
SI	SALIX INTEGR 'HAKURO NISHIKI'	DAPPLED WILLOW	3	3 GAL.
PERENNIALS				
RH	RUDBECKIA HIRTA	BLACK-EYED SUSAN	18	1 GAL.
SS	SLIVA SYLVESTRIS	SAGE 'MAY NIGHT'	18	1 GAL.
GRASSES AND GROUND COVER				
PQ	PARNOCISSUS QUINQUEFOLIA	VIRGINIA CREEPER	15	1 GAL.



ISSUED FOR	BY
SITE PLAN	DATE
COMMENT RESPONSE - 1	DATE
COMMENT RESPONSE - 2	DATE
COMMENT RESPONSE - 3	DATE

SITE, UTILITY, & GRADING PLAN	54 YORK STREET REDEVELOPMENT 54 YORK STREET, PORTLAND, MAINE 04101
PROJECT NAME:	54 YORK LLC
CLIENT:	400 COMMERCIAL STREET, PORTLAND, MAINE 04101

ACORN ENGINEERING, INC.
ENGINEERING, INC.

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM ACORN ENGINEERING, INC. ANY ALTERATIONS, AUTHORIZED BY THE CLIENT, SHALL BE INDICATED BY A REVISION TABLE AND WITHOUT LIABILITY TO ACORN ENGINEERING, INC.

PO BOX 3372, PORTLAND MAINE 04104
(207) 775-2655

FILE:	2.87_CIVIL
JN:	2.87
SCALE:	1"=10'
DESIGNED BY:	PFH
DRAWN BY:	ZMS
CHECKED BY:	WHS



DRAWING NO.
C-10

1. FOR INFORMATION REGARDING THE PROPOSED SITE, UTILITIES, GRADING, AND STORMWATER REFER TO THE SITE PLAN, C-10, MOST RECENT VERSION.
2. UTILITIES PROVIDED BY CALEB JOHNSON STUDY; REFER TO ARCHITECTURAL PLANS FOR FLOOR PLANS AND BUILDING HEIGHTS.
3. PROPERTY PINS WERE SET BY PROFESSIONAL LAND SURVEYOR.
4. AS OF 11/10/2021, THE SITE IS BOUNDED BY THE B5b ZONE & OLD PORT HISTORIC DISTRICT PER THE CITY OF PORTLAND ORE WEBSITE.
5. PARCEL IS SHOWN ON THE CITY OF PORTLAND ASSESSOR'S MAP 42, BLOCK A, LOTS 7 & 8.
6. PARCEL DOES NOT FALL IN A SPECIAL FLOOD HAZARD AREA PER FEMA FLOOD INSURANCE RATE MAP COMMUNITY-PANEL NUMBER 2300510013B, DATED 7/17/1986.
7. ALL BUILDING CORNER OFFSETS TO BOUNDARY LINES ARE FROM THE BUILDING FOUNDATION, UNLESS OTHERWISE NOTED.
8. THE SHEET, THE SUBDIVISION PLAT FOR THE CREATION OF UP TO FOURTEEN (14) DWELLING UNITS ON THE EXISTING SUBJECT PROPERTY.
9. FOLLOWING COMPLETION OF CONSTRUCTION, THE OWNER SHALL BE RESPONSIBLE FOR THE MAINTENANCE AND MANAGEMENT OF DRIVEWAYS, SITE LIGHTING, TRASH REMOVAL AND SNOW REMOVAL.
10. PLAN REFERENCES:
 - 10.1. PLAN TITLED "BOUNDARY & TOPOGRAPHIC SURVEY" PREPARED BY OWEN HASKELL, INC. DATED SEPTEMBER 24TH, 2021

1. OWNER OF RECORD: 54 YORK, LLC 54 YORK, LLC
- 1.1. TAX MAP 42 BLOCK A LOT 7-8
- 1.2. C.C.R.D. BOOK 35325 PAGE 284
2. BEARINGS ARE BASED ON STATE PLANE COORDINATE SYSTEM MAINE WEST ZONE, NAD 83.
3. ELEVATIONS ARE BASED ON CITY DATUM.
4. SANITARY SERVICE CONNECTIONS ARE TAKEN FROM DEPARTMENT OF PUBLIC WORKS SEWER CARDS AND NOT FIELD VERIFIED.

THERE IS ONE EXISTING EASEMENT AS IDENTIFIED BY PLAN TITLED BOUNDARY & TOPOGRAPHIC SURVEY BY OWEN HASKELL, INC. DATED SEPTEMBER 24TH 2021.
1.) 15' ACCESS EASEMENT, BOOK 1555, PAGE 24

WAIVERS & CONDITIONS OF APPROVAL:

UNIT TABULATION	
UNIT NUMBER	SIZE (SF)
1A	415
1B	772
1C	762
1D	736
1E	956
1F	643
2A	1008
2B	580
2C	762
2D	736
2E	994
2F	660
2G	735
2H	716

TBD.

RECEIVED: _____

RECORDED IN: _____

ATTEST: _____

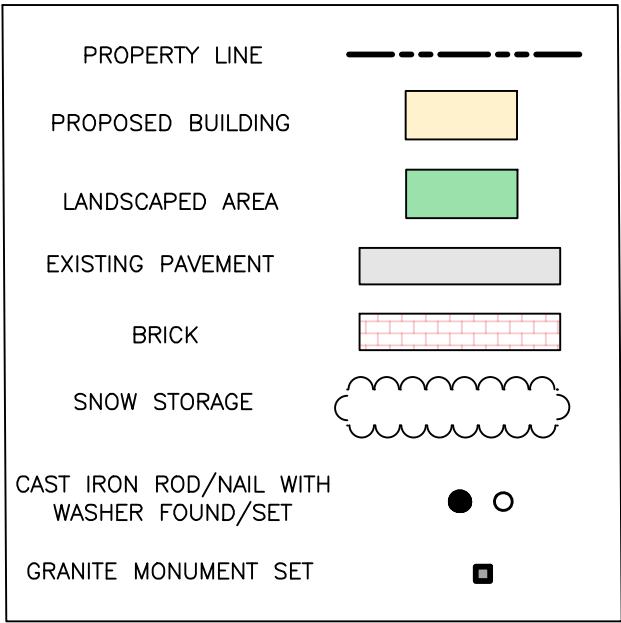
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SPACE AND BULK STANDARDS			
ZONE: B5b – URBAN COMMERCIAL BUSINESS	REQUIRED	EXISTING	PROPOSED
MIN LOT AREA	NONE	9,715 SF	9,715 SF
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INDOOR BICYCLE PARKING*	6 INDOOR	9 OUTDOOR	8 INDOOR + EXISTING 9 OUTDOOR
OFF-STREET PARKING**	N/A	N/A	N/A

*BICYCLE PARKING BASED UPON TWO (2) SPACES PER FIVE (5) UNITS WITH 14 UNITS = 6 BICYCLE PARKING SPACES

**VEHICLE PARKING BASED UPON LAND USE CODE, TABLE 19-B: NO OFF-STREET PARKING REQUIRED



54 YORK, LLC
PORTLAND, MAINE
CONTACT: JAY HIBBARD
(207)-232-8749

CALEB JOHNSON STUDIO
PORTLAND, MAINE
CONTACT: JOSH JACQUES
(207)-283-8777

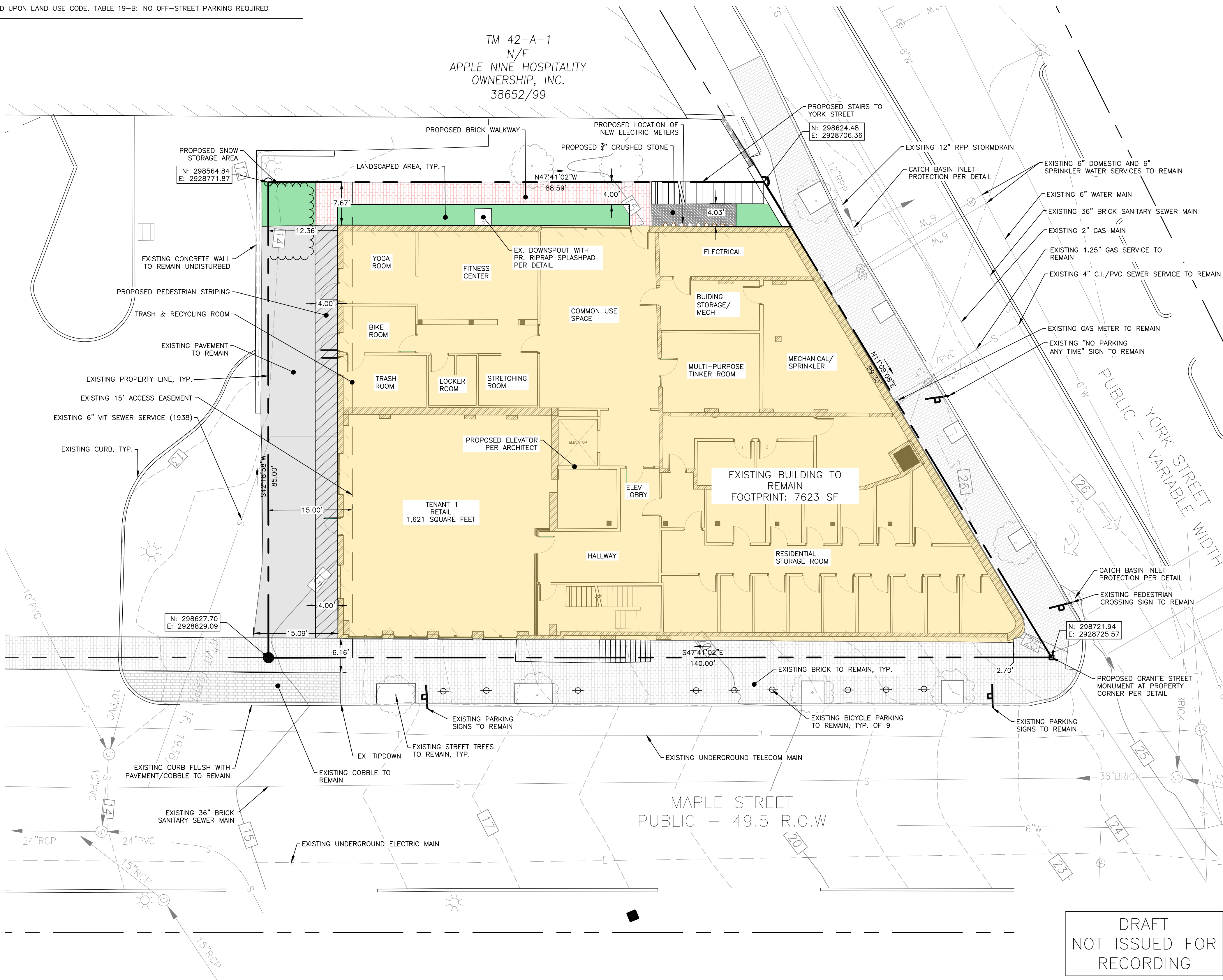
OWEN HASKELL, INC.
FALMOUTH, MAINE
CONTACT: SAMUEL D. GLIDDEN, PLS
(207) 774-0424

ACORN ENGINEERING, INC
PORTLAND, MAINE
CONTACT: PETER HEIL, PE
(207) 775-2655



THIS SURVEY CONFORMS TO THE CURRENT STANDARDS OF PRACTICE SET FORTH BY THE MAINE STATE BOARD OF LICENSURE FOR LAND SURVEYORS.

SAMUEL D. GLIDDEN, MAINE P.L.S. #2520 DATE:
OWEN HASKELL, INC.



DRAFT
NOT ISSUED FOR
RECORDING

[illegible]

DRAWING NAME: SUBDIVISION PLAT - 54 YORK STREET

54 YORK STREET REDEVELOPMENT

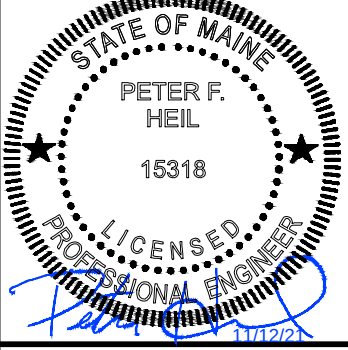
CLIENT: 54 YORK IIC



A C O R
ENGINEERING, INC.

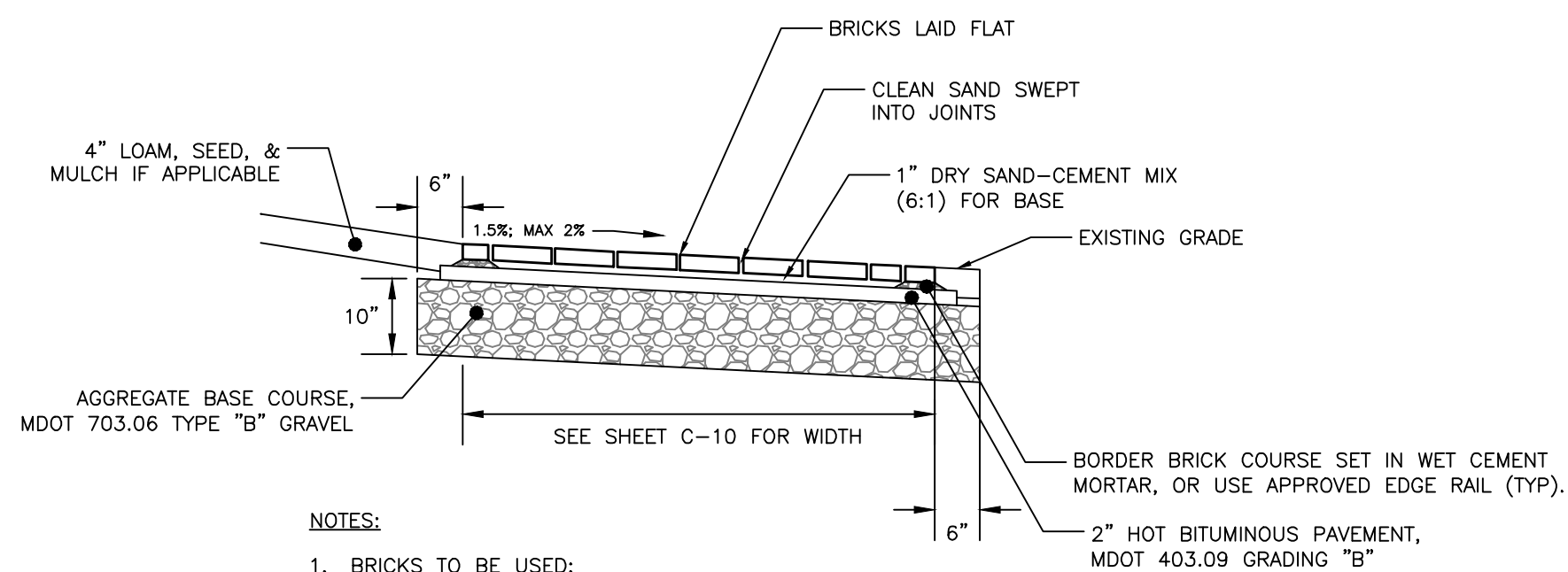
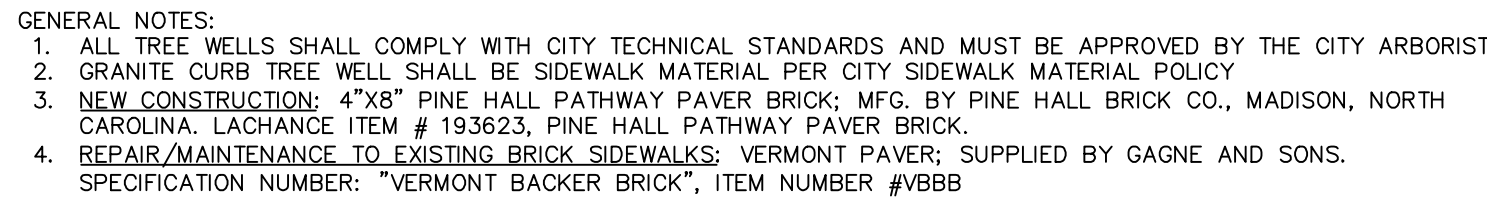
ACORN ENGINEERING, INC.
PO BOX 3372, PORTLAND MAINE 04104
(207) 775-2655

FILE:	2.87_CIVIL
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SCALE:	1"=10'
DESIGNED BY:	PFH
DRAWN BY:	ZMS
CHECKED BY:	WHS



DRAWING NO.

C-11

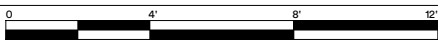
Page 451

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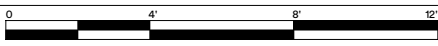
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PRELIMINARY

STUDIO

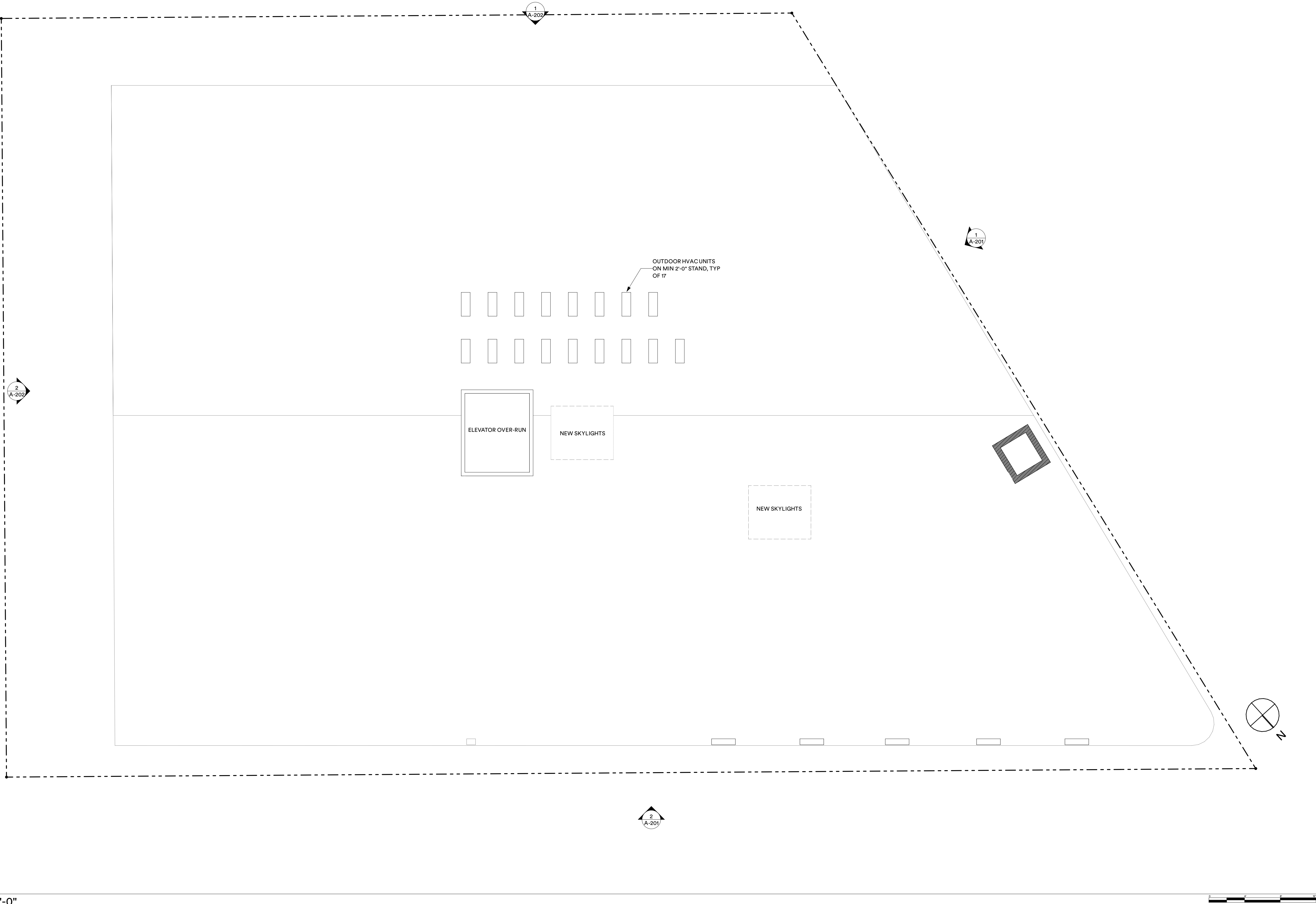


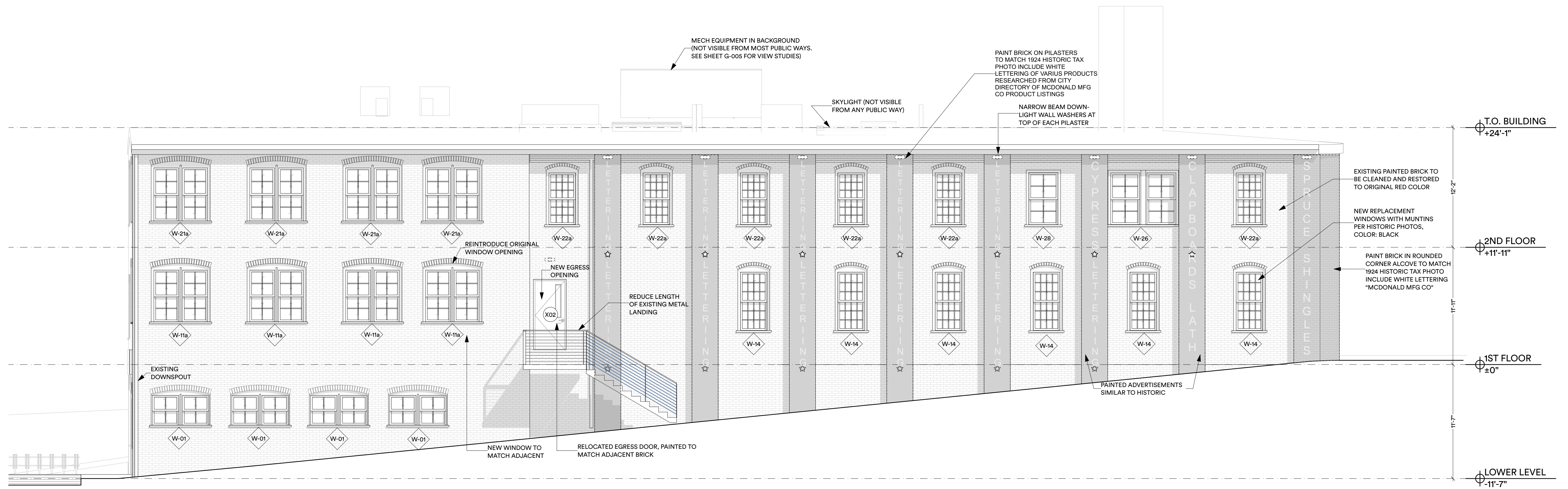
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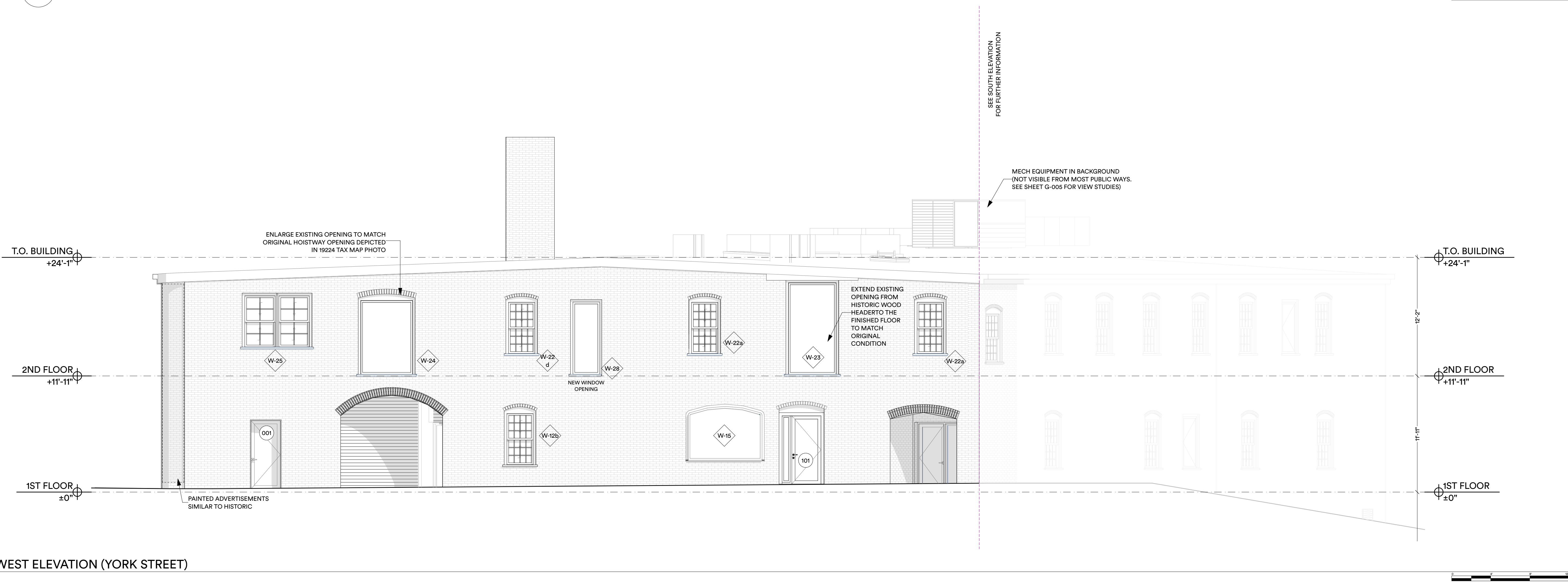
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ROOF PLAN
SCALE: 3/16" = 1'-0"



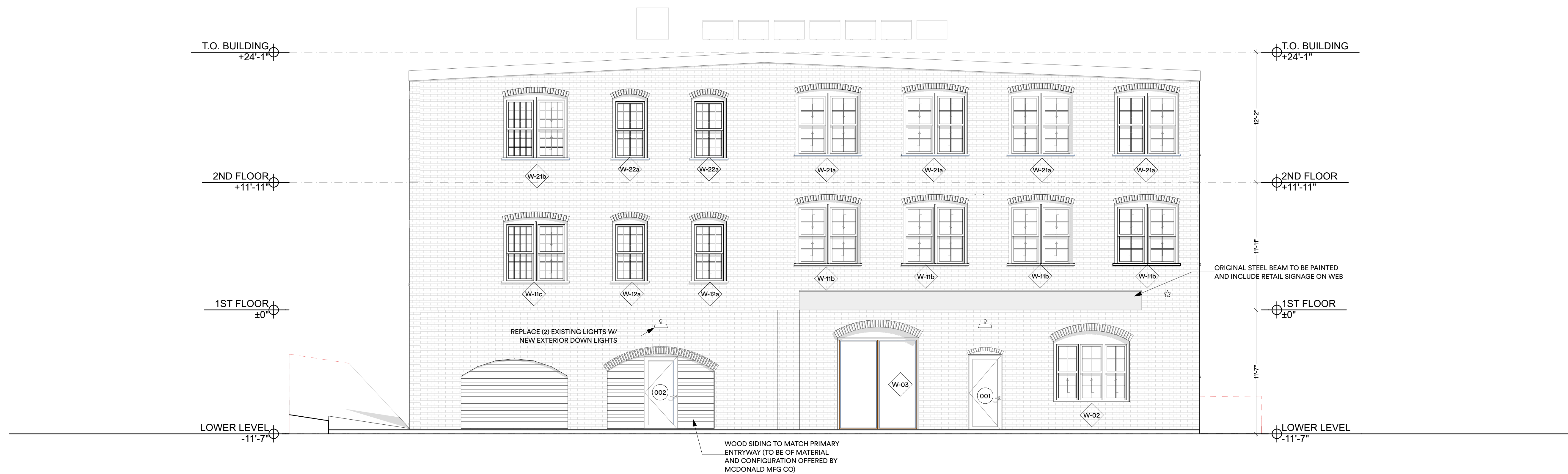


2 NORTH ELEVATION (MAPLE STREET)

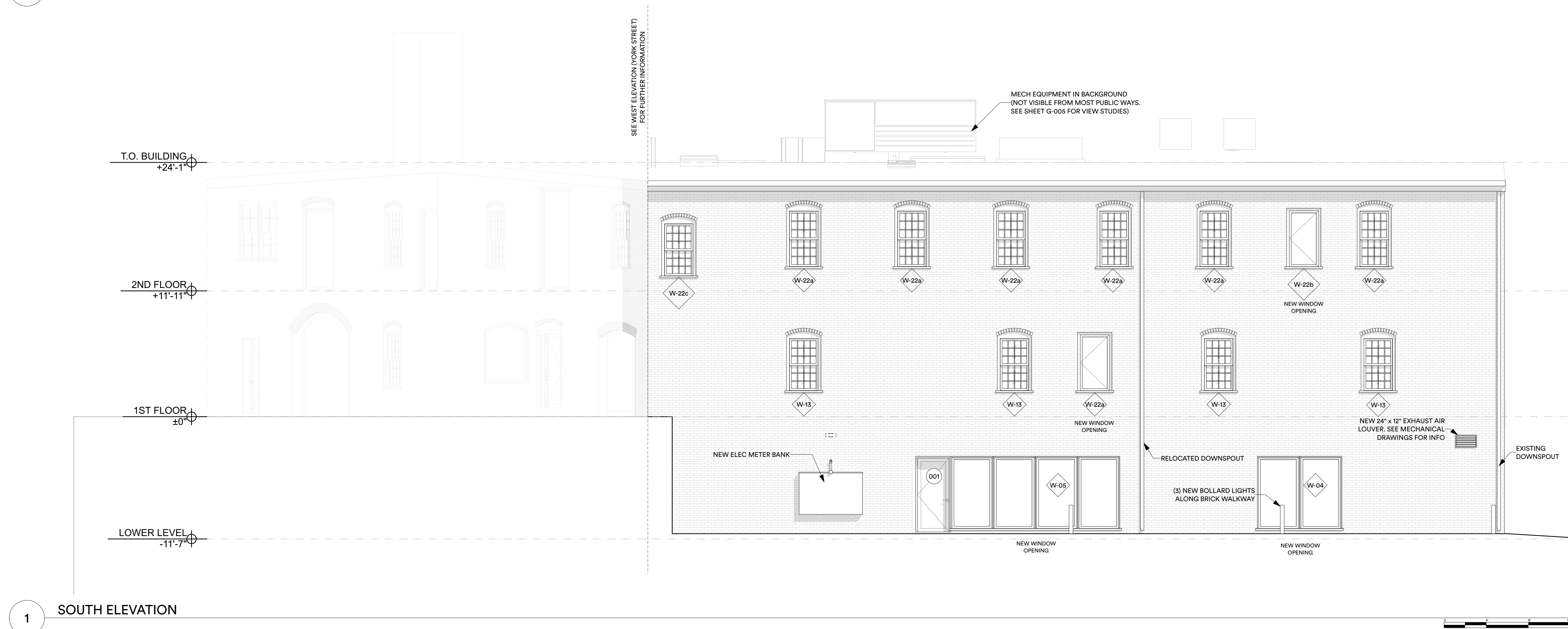


WEST ELEVATION (YORK STREET)

SUBMISSIONS:		CHANGES THIS ISSUE:	
ISSUE	DATE	DESCRIPTION	CHANGE NUMBER



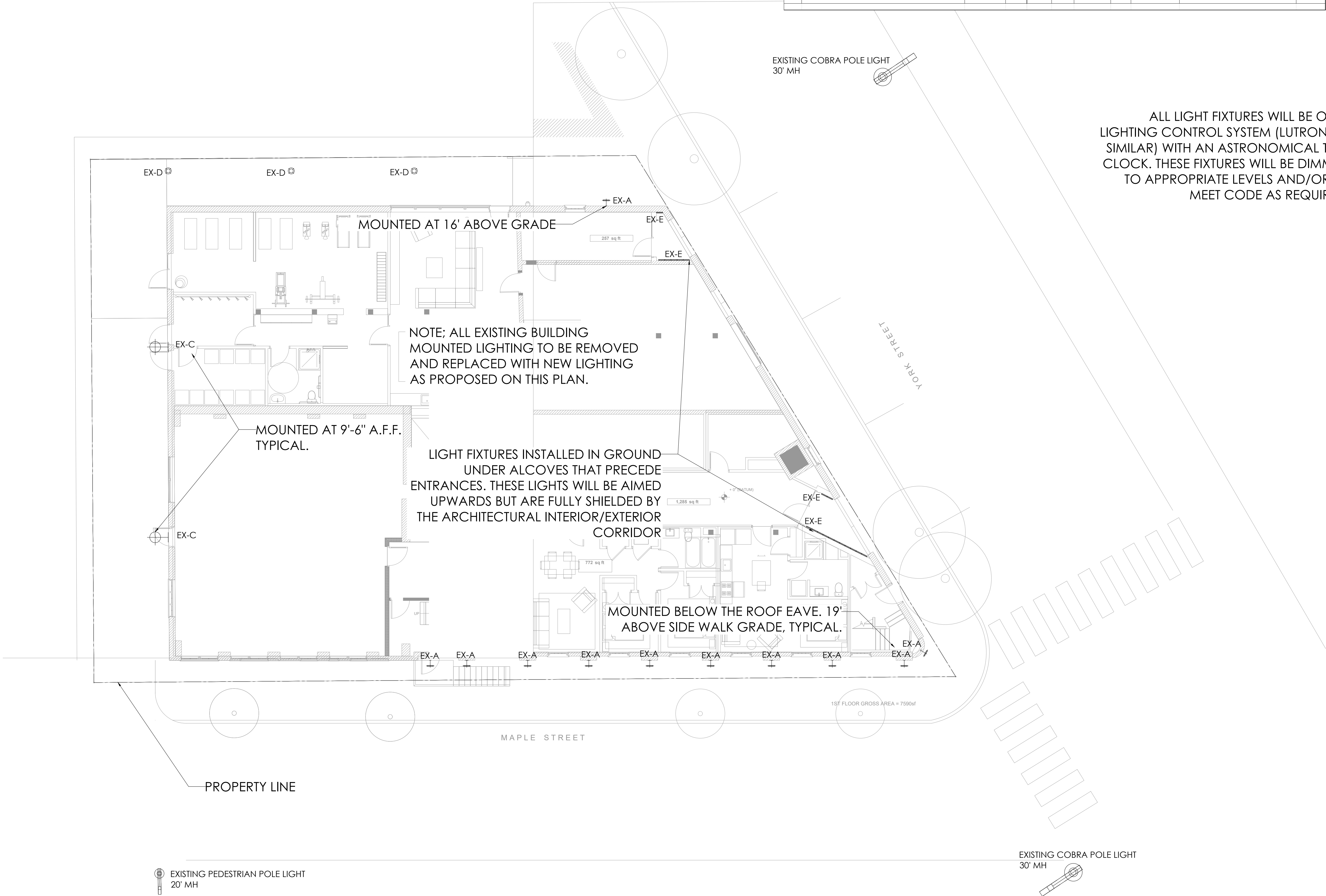
2 EAST ELEVATION



1 SOUTH ELEVATION

1 PROPOSED SITE LIGHTING PLAN

Scale: 1/8"=1'-0"



EXTERIOR LUMINAIRE SCHEDULE										
TYPE	DESCRIPTION	MOUNTING	LAMP / LIGHT SOURCE		INPUT WATTS	DIMMING	VOLT	MANUFACTURER	CATALOG NUMBER	SPECIFIC NOTES
			TYPE	CCT						
EX-A	WET RATED LINEAR DOWNLIGHT GRAZER ARM MOUNTED 12" OFF OF FAÇADE OF BUILDING, NARROWEST GRAZE OPTICS, ASYMMETRIC LOUVER	WALL	LED	2700K	4W	ELV	120-277V	ECOSENSE	150-E-12-4-27-90-MULT-9X9 WAM-L-SINGLE WMA-L-CA-12	
EX-B	WALL MOUNTED GOOSENECK SCONCE, FINISH TBD	WALL	LED	2700K	36W	TRIAC/0-10V	120-277V	MARSET	SOHO A-[FINISH TBD]	
EX-C	32.5" EXTERIOR BOLLARD WITH 180 DEGREE OPTICS, CORTEN FINISH, TO BE CONFIRMED PRIOR TO ORDERING, 0-10V DIMMING, MOUNTING TBD	BOLLARD	LED	3000K	15W	0-10V	120-277V	LOUIS POULSEN	FLINDT BOLLARD 10000139069 (REQUEST 2700K)	
EX-D	INGRADE LINEAR GRAZER FOR USE AT YORK STREET ENTRANCES	INGRADE	LED	2700K	8.5W/FT	0-10V	120-277V	LUMENPULSE	LOG RO-100,277-12-27K-8x8-DIM	
EX-E										

ALL LIGHT FIXTURES WILL BE ON A LIGHTING CONTROL SYSTEM (LUTRON OR SIMILAR) WITH AN ASTRONOMICAL TIME CLOCK. THESE FIXTURES WILL BE DIMMED TO APPROPRIATE LEVELS AND/OR TO MEET CODE AS REQUIRED.

- LIGHT FIXTURE SYMBOLS
- DECORATIVE WALL SCONCE
 - BOLLARD
 - LINEAR WALL MOUNTED DOWNLIGHT
 - INGRADE LINEAR UPLIGHT GRAZER

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	AvgMin	MaxMin
CalcPs_1	Illuminance	Fc	0.16	0.6	0.0	N.A.	N.A.
Maple Street Light Levels	Illuminance	Fc	1.43	5.6	0.1	14.30	56.00
York Street Light Levels	Illuminance	Fc	1.26	3.2	0.5	2.52	6.40

PROPERTY LINE

EXISTING PEDESTRIAN POLE LIGHT
20' MH

Luminaire Schedule						
Qty	Label	Description	Tag	Luminaire Lumens	Luminaire Watts	Total Watts
18	LOG 80-100 27V-12-27K-8x8-NO	Ingrade Uplight Graze	Type EX-B	450	8.5	153
11	L50-1-12-04-27-80-MULF-9x9	Prov Graze Downlight	Type EX-A	367	4	44
3	LP Corten 30K V01 B0065 Louis	Pilindt Bollard	Type EX-D	536	15	45
2	SOHO 57 38V 1	Marquet Soho Sconce	Type EX-C	1051	16.23	32.46

1 PROPOSED LIGHTING PLAN PHOTOMETRIC WITH EXISTING STREET LIGHTS

Scale: 1/8"=1'-0"

ALL LIGHT FIXTURES WILL BE ON A LIGHTING CONTROL SYSTEM (LUTRON OR SIMILAR) WITH AN ASTRONOMICAL TIME CLOCK. THESE FIXTURES WILL BE DIMMED TO APPROPRIATE LEVELS AND/OR TO MEET CODE AS REQUIRED.

LIGHT FIXTURE SYMBOLS

- DECORATIVE WALL SCONCE
- BOLLARD
- LINEAR WALL MOUNTED DOWNLIGHT
- INGRADE LINEAR UPLIGHT GRAZER

PRELIMINARY
NOT FOR CONSTRUCTION

PRELIMINARY
NOT FOR CONSTRUCTION

TYPE EX-E

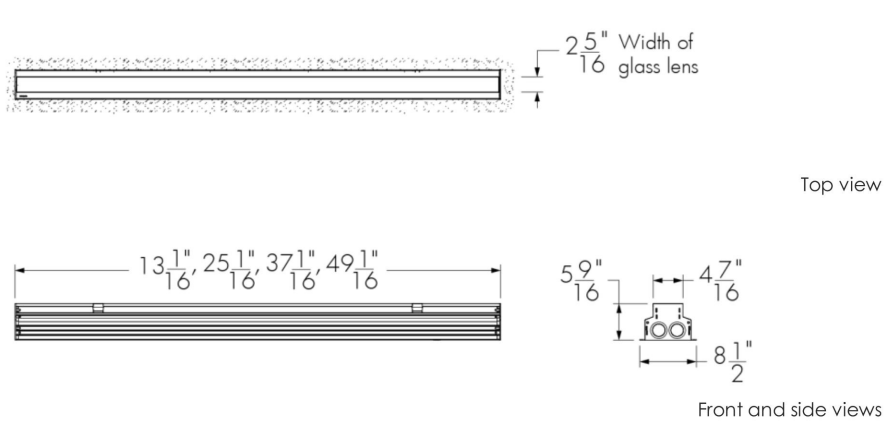
lumenfacade
Inground
LOI

WHITE AND STATIC COLORS

Project Name _____ Qty _____

Type _____ Catalog / Part Number _____





Top view

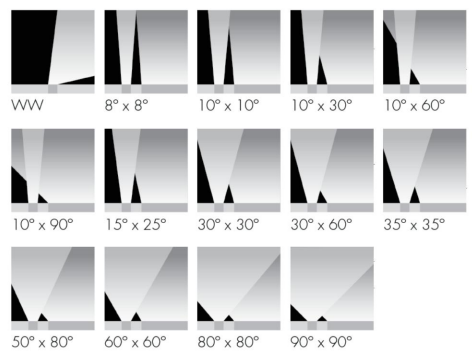
Front and side views

Photometric Summary

	Delivered output (lm)	Intensity (peak cd)
WW	3634	10,795
8"x8"	4512	59,238
10"x10"	4410	33,872
10"x30"	4596	25,296
10"x60"	3876	12,062
10"x90"	4077	6927
15"x25"	4346	19,773
30"x30"	4730	16,886
30"x60"	4035	5317
35"x35"	4612	11,616
50"x80"	4656	3904
60"x60"	3868	3368
80"x80"	4548	2992
90"x90"	4070	2132

Based on 40K full output, 4ft [1219mm] DMX/RDM configuration.
2.3° factory-set tilt setting for WWV optic, 0° tilt setting for all other optics.
Photometric performance is measured in compliance with EISA NA (M-79)08.

Optics



Description

The Lumenfacade Inground is an LED luminaire designed for ground-recessed lighting applications, including asymmetric wall washing, grating, and linear wayfinding. An innovative, plug-and-play design simplifies installation, protecting the system from water infiltration and ensuring long-lasting performance. Featuring second-generation LED technology, the Lumenfacade Inground is available in four different sizes (12 in, 24 in, 36 in or 48 in), with a wide choice of outputs, color temperatures, color-mixing systems, optics and controls. A unique asymmetric wallwash distribution is also available, providing exceptional uniformity and brightness for walls and signage.

Features

Construction

Walk over compliant up to 500 kg in any type of ground. Walk over compliant up to 1000 kg in concrete

Color and Color Temperature

2200K, 2700K, 3000K, 3500K, 4000K, Red, Green, Blue

Length (nominal)

12 in, 24 in, 36 in, 48 in

Optics

Asymmetric wallwash, 8" x 8", 10" x 10", 10" x 30", 10" x 60", 10" x 90", 15" x 25", 30" x 30", 30" x 60", 35" x 35", 50" x 80", 60" x 60", 80" x 80", 90" x 90"

Tilt Setting (factory set)

0 degrees, 2.5 degrees, 5 degrees, 20 degrees

Optical Option

Internal louver

Options

Anti-slip lens, CE (certification covers European Economic Area)

Power Consumption

5 W/ft (meets ASHRAE standards for linear lighting on building facades - not available for 12 in fixture lengths), 8.5 W/ft (RO version), 15.25 W/ft (HO version), typically 20% higher for 12 in fixture lengths

Warranty

5-year limited warranty

Performance

Maximum Delivered Output

4,730 lm (48 in fixture, 4000K, 30° x 30°, 0° tilt setting, DMX/RDM)

lumenpulse™

1220 Marie-Victorin Blvd., Longueuil, QC J4G 3H9 CA
info@lumenpulse.com
www.lumenpulse.com

T United States 617.307.5700 | Canada 1.877.937.3003 | 514.937.3003 | F 514.937.6289
www.lumenpulse.com/products/240

LMFG Inc. reserves the right to make changes to this product at any time without prior notice and such modification shall be effective immediately
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1 / 10
SA - R22

TYPE EX-E

lumenfacade
Inground
LOI

WHITE AND STATIC COLORS

Colors and Color Temperatures



Controls

ON/OFF 0-10V DALI

lumen talk DMXrdm Ecosystem Enabled

Ratings

IP68 IK10

Certifications



Maximum Delivered Intensity

59,238 cd at nadir (48 in fixture, 4000K, 8" x 8", 0° tilt setting, DMX/RDM)

Illuminance at Distance

Minimum 1 fc at 243 ft (48 in fixture, 4000K, 8" x 8", 0° tilt setting, DMX/RDM)

Color Consistency

2 SDCM, 3 SDCM (2200K)

Color Rendering

Minimum CRI 80

Lumen Maintenance

L70 280,000 hrs, L95 35,000 hrs

Physical

Optical Chamber Material

Aluminum

Blockout Material

Polymer recycled PVC reinforced with a stainless steel frame

Trim Material

Anodized aluminum

Lens Material

Tempered glass

End Cap Material

Die cast aluminum

Hardware Material

Stainless steel

Weight

12 in: 7.5 lbs, 24 in: 15.3 lbs, 36 in: 21.4 lbs, 48 in: 27 lbs

Electrical and control

Voltage

120 to 277 volts

Fixture Cable

Power and data in one cable

Leader Cable Conductor

5C #16-5

Connectors

IP68 push-lock

Control

On/Off control, Lumentak, 0-10V dimming, DALI dimming, Lutron® EcoSystem® Enabled dimming, DMX/RDM enabled

Resolution (DMX/RDM)

Per foot or per fixture (configured with LumenID V3 software), 8-bit or 16-bit

Environmental

Storage Temperature

-40 °F to 185 °F (device must reach start-up temperature value before operating)

Start-up Temperature

-13 °F to 122 °F

Operating Temperature

-40 °F to 122 °F

Ingress Protection Rating

IP68 rated for up to 1 ft, not suitable for permanent immersion applications

Impact Resistance Rating

IK10

Accessories (order separately)

Cables

Lumenfacade Inground Leader Cable, Lumenfacade Inground Jumper Cable

Electrical Accessories

Lumenfacade Inground Junction Box

Control Boxes

DMX/RDM enabled (daisy chain or star configuration), Ethernet enabled (daisy chain or star configuration)

Control Systems

Lumentone™ 2, Pharos® kit

Diagnostic and Addressing Tools

LumenID, LumentakID

lumenpulse™

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TYPE EX-E

lumenfacade
Inground
LOI

WHITE AND STATIC COLORS

How to order

Housing ^{(1) (6) (9)}	Voltage	Length	Color and Color Temperature ⁽⁶⁾	Optics	Tilt Setting ^{(1) (14)}	Optical Option	Control	Options
LOI ASHRAE Lumenfacade™ Inground, 5 W/ft ASHRAE compliant ⁽⁵⁾	120/277 120-277 volts	12 13 1/16 in (73.3 kg) ⁽⁴⁾	22K 2200K	WW Asymmetric Wallwash ⁽⁷⁾	150 0 degrees	INTL Internal louvers ⁽¹¹⁾	NO On/Off control	ASL Anti-slip lens
LOI RO Lumenfacade™ Inground, Regular Output, 8.5 W/ft		24 25 1/16 in (15.3 lbs)	27K 2700K	8x8 8" x 8" ^{(1) (8)}	152.5 2.5 degrees		LT Lumentak ⁽¹¹⁾	CE Certification covers European Economic Area ⁽¹¹⁾
LOI HO Lumenfacade™ Inground, High Output, 15.25 W/ft		36 35 1/16 in (21.4 lbs)	30K 3000K	10x10 10" x 10" ^{(1) (8)}	155 5 degrees		DIM 0-10V dimming	
		48 49 1/16 in (27 lbs)	35K 3500K	10x30 10" x 30" ⁽¹⁾	1520 20 degrees		DALI DALI dimming	
			40K 4000K	10x60 10" x 60" ⁽¹⁾			E5 Lutron® EcoSystem® Enabled dimming	
			80 Red ⁽⁸⁾	10x90 10" x 90" ⁽¹⁾			DMX/RDM DMX/RDM enabled ⁽¹¹⁾	
			GR Green ⁽⁸⁾	11x25 11" x 25" ⁽¹⁾				
			BL Blue ⁽⁸⁾	30x30 30" x 30"				
				30x40 30" x 40"				
				30x60 30" x 60"				
				30x90 30" x 90"				
				40x60 40" x 60"				
				80x80 80" x 80"				
				90x90 90" x 90"				

Notes:

1. Lumenfacade Inground fixture includes one optical chamber (LOC), one power and control box (PACBOX) and one recessed blockout (RBO). The LOC, PACBOX and RBO are provided according to the output/color, length and control configuration.
2. ASHRAE version not available for 12 in fixture lengths.
3. Consult the installation instructions to general aspects of the fixture installation.
4. Power consumption is typically 20% higher for 12 in fixture lengths.
5. Consult factory for availability of cable, keypad, RBO and the CR.
6. Static colors made to order 8-12 weeks.
7. All, black, black, black, black, black and new distributors come with a half-tradition to bring light low on the wall for grating applications. Clear lens also available, consult factory.
8. For best results use with HO fixtures of a 1/2 in setback from surface. Consult factory for application support.
9. Do not specify a tilt setting for the asymmetric wallwash option. The asymmetric wallwash optic is factory set with a 2.5 degree tilt.
10. If settings a factory set and cannot be adjusted in the field.
11. The addition of an internal louver will affect beam distribution. Consult factory for application support.
12. A Lumentone 2 (3.12) and Lumentak (3.15) must be specified for Lumentak applications. Consult Lumentone 2 and Lumentak pages and specification sheet for details.
13. A control box (CR) and Lumentak (L) must be specified.
14. Consult European specification sheet and installation instructions for CE rating information.

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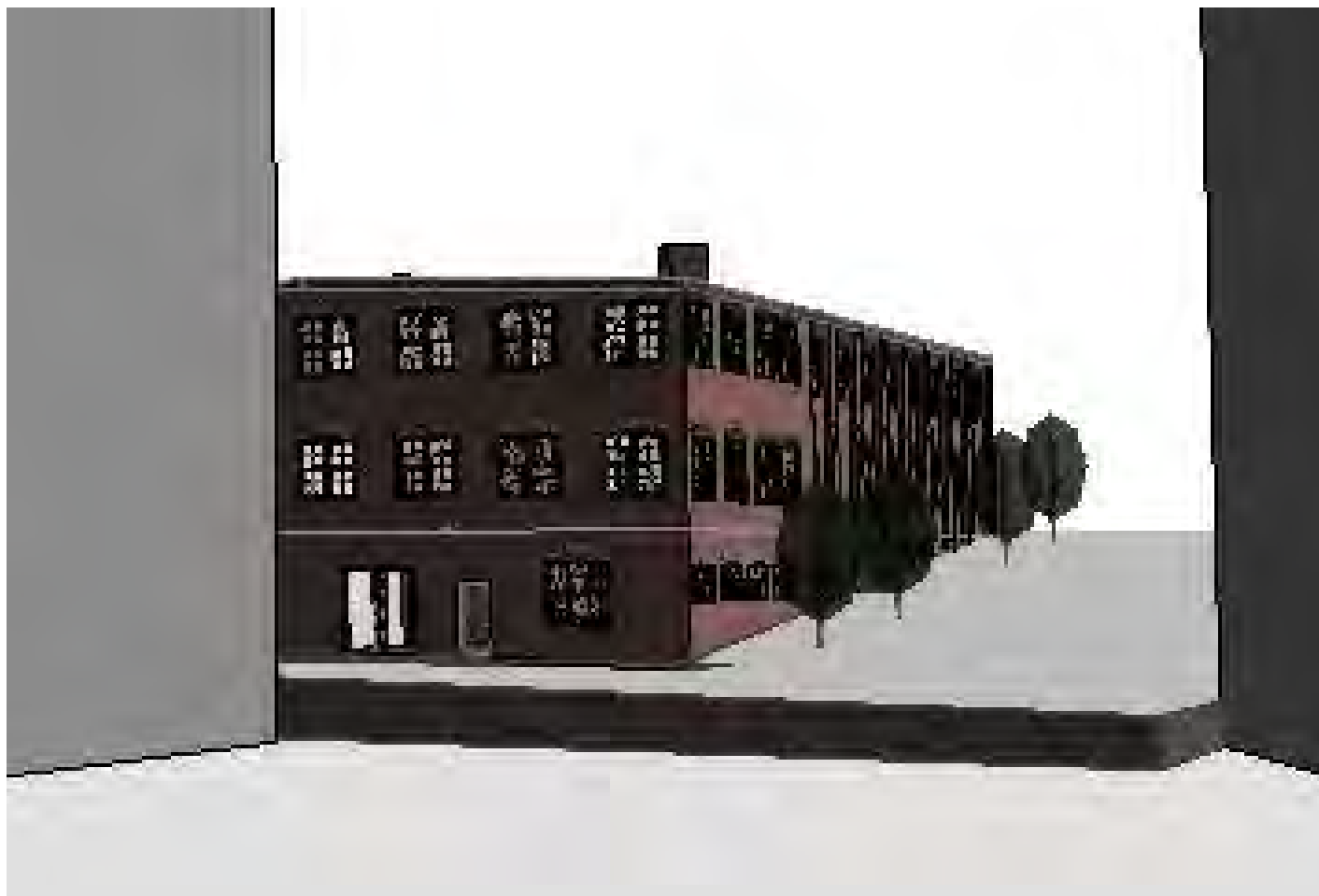
VIEW SW FROM COMMERCIAL STREET



VIEW S FROM MAPLE STREET



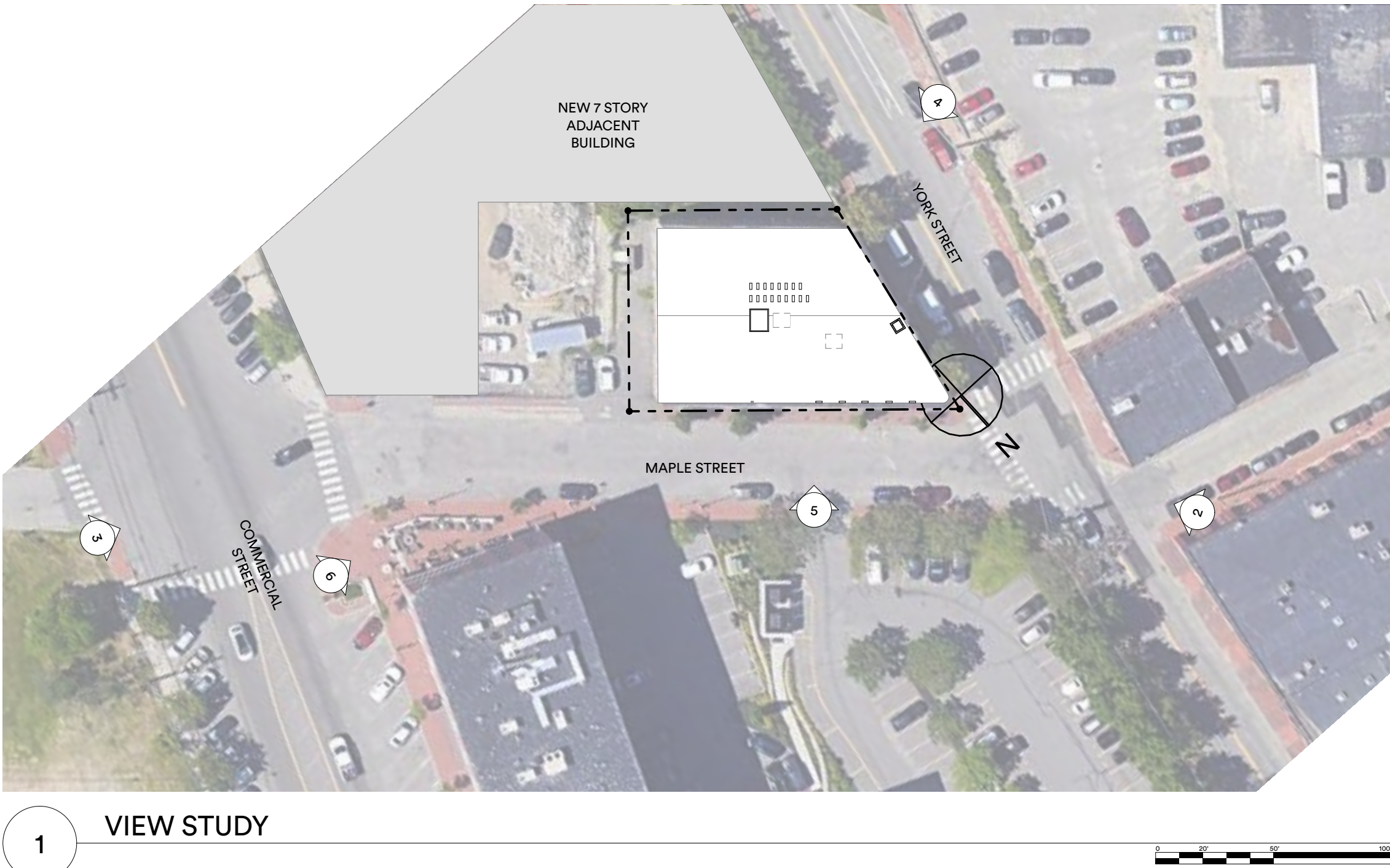
VIEW NE FROM YORK STREET



VIEW W FROM COMMERCIAL STREET



VIEW SE FROM YORK STREET



1 VIEW STUDY

SUBMISSIONS:		CHANGES THIS ISSUE:	
ISSUE	DATE	ID	DESCRIPTION

ISSUE NUMBER		NAME	
DATE	NUMBER	NAME	NUMBER

PRELIMINARY
NOT FOR
CONSTRUCTION



SIDE BY SIDE COMPARISON



CLEANED BRICK FACADE

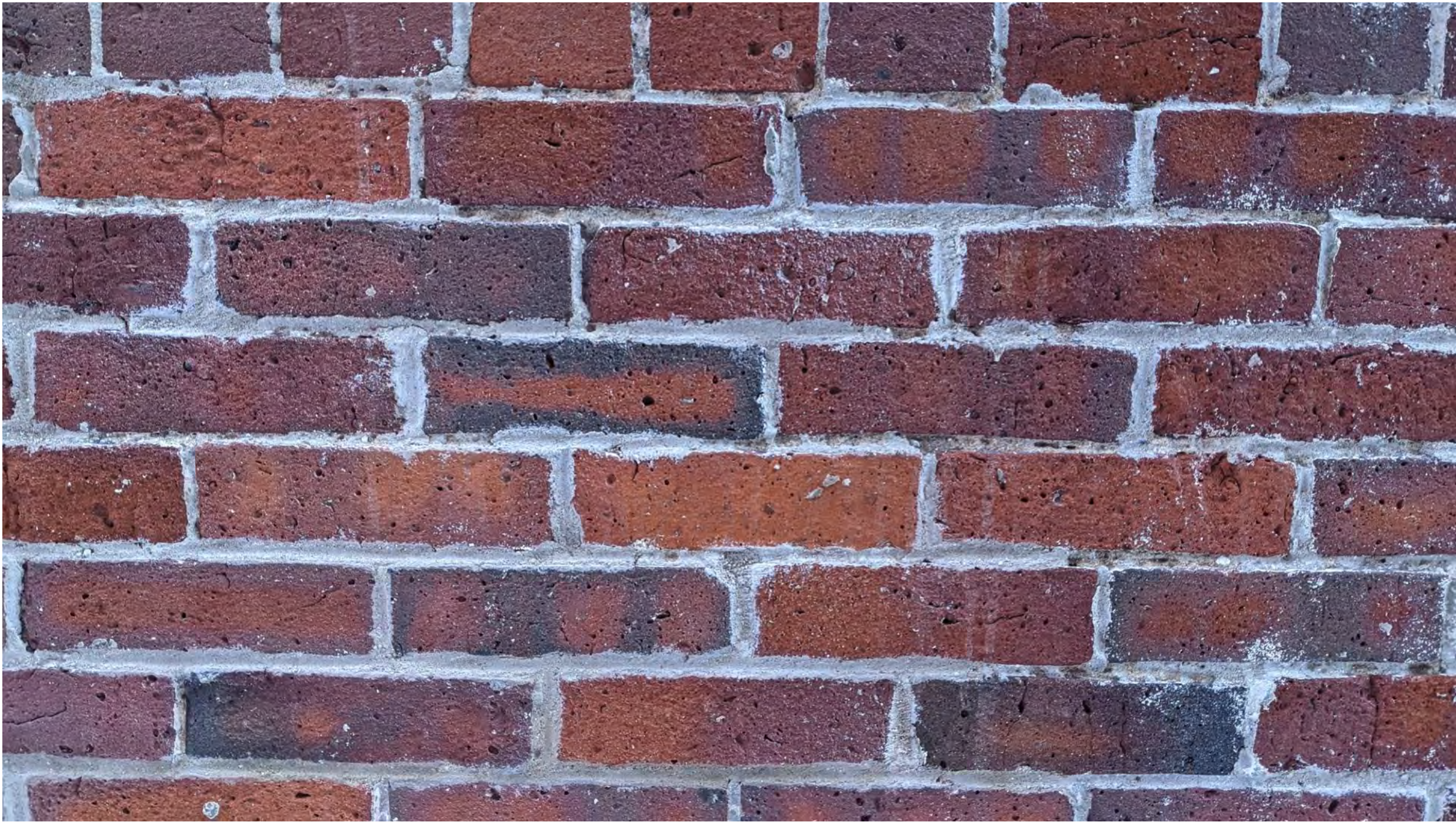


PORTION TO BE CLEANED



PAINTED BRICK DETAIL

THESE PHOTOS WERE
TAKEN ON 2/1/2020



DETAIL OF CLEANED BRICK

A detailed technical cross-section drawing of a window assembly. The drawing shows a window frame with multiple panes of glass. The frame is mounted on a wall structure, which includes a thick, dark hatched base. The drawing illustrates the internal components, including the frame, glass, and the surrounding wall structure, with various hatching patterns used to differentiate materials. The drawing is oriented vertically, with the window opening facing upwards.

This technical cross-section diagram illustrates the internal construction of a window assembly. It shows the frame, glass, and various seals and components. The diagram is oriented horizontally, with the frame on the left and the glass on the right. The frame is composed of several layers, including a structural frame and a weatherstripping seal. The glass is shown as a single pane. The diagram also shows the internal components of the window, such as the sash and the balance system. The diagram is a detailed technical drawing, showing the internal structure of the window assembly.

This technical cross-section drawing illustrates a window assembly. The top part shows a dark, hatched rectangular block representing the upper frame or head of the window. Below this, a horizontal line indicates the top of the glazing unit. The glazing unit itself is depicted with a series of vertical lines and a central vertical line, suggesting a multi-pane or insulated glass unit. To the right of the glazing unit, there is a vertical section with a hatched pattern, likely representing the side frame or a structural support. The bottom part of the drawing shows the lower frame or sill, with a hatched pattern. A vertical line on the left side indicates the edge of the window frame. The drawing uses various hatching patterns to differentiate materials and structural components.

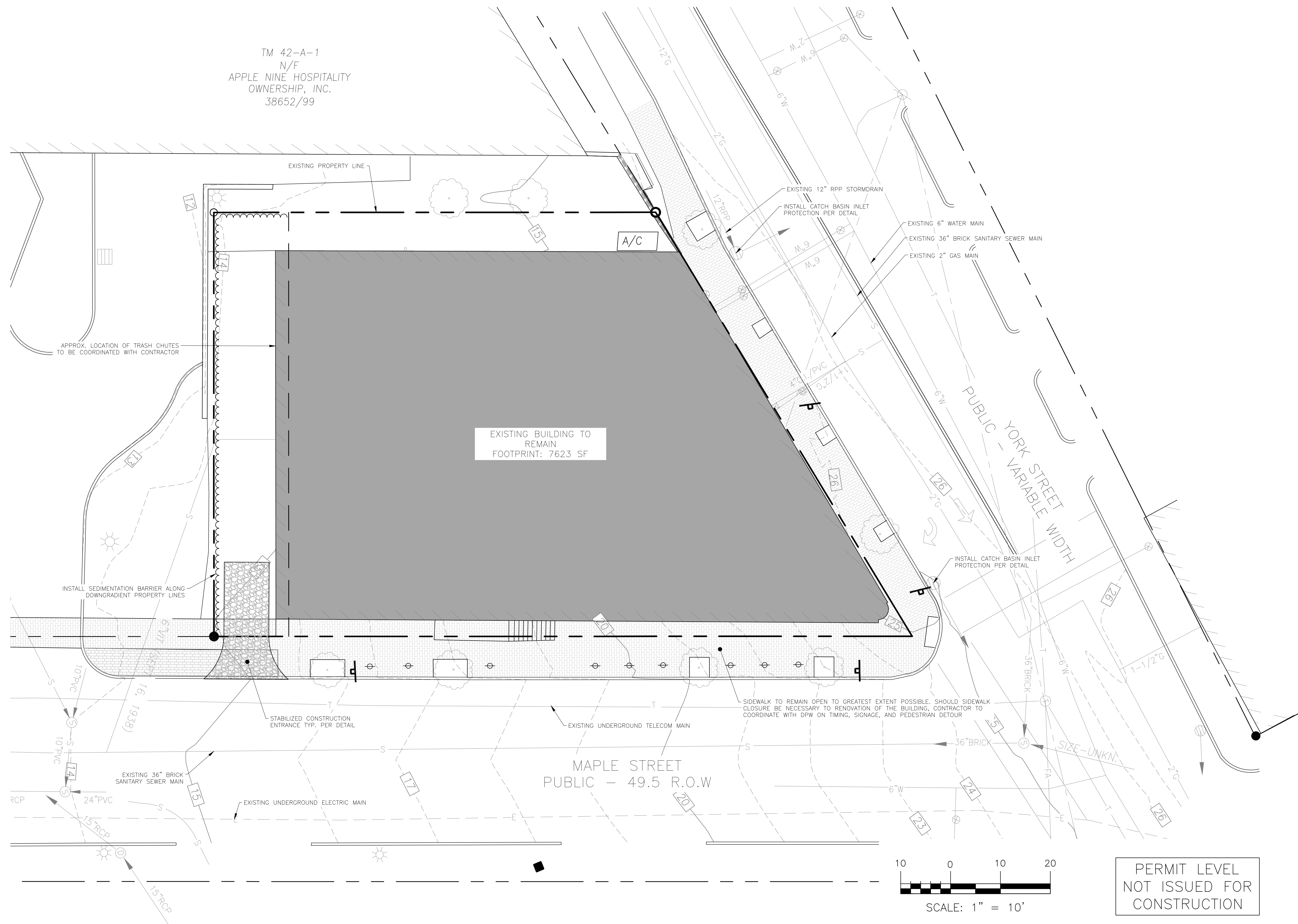
A detailed technical cross-section drawing of a window assembly. The drawing shows multiple panes of glass held together by seals and supported by a frame. The assembly is shown in a cutaway view, revealing the internal structure and the way the panes are joined. The drawing is a black and white line drawing with hatching used to indicate different materials and components.

This architectural drawing shows a detailed view of a window with a double-hung design. The window is divided into two main sections, each containing a grid of panes. Six callouts, labeled 4, 5, 6, 11, 11, and 4, are positioned around the window, each pointing to a specific part of the window frame or panes. The callouts are labeled 'A-501'.

- Callout 4 (top): Points to the top center of the window frame.
- Callout 5 (top): Points to the top center of the window frame.
- Callout 6 (left): Points to the left side of the window frame.
- Callout 11 (middle): Points to the middle of the window frame.
- Callout 11 (bottom): Points to the bottom center of the window frame.
- Callout 4 (bottom): Points to the bottom center of the window frame.

PRELIMINARY
NOT FOR CONSTRUCTION

1. EXISTING ASPHALT TO BE REMOVED SHALL BE STRIPPED AND PROPERLY DISPOSED OF OFFSITE.
2. ALL DISPOSAL OF DEMOLITION DEBRIS OR WASTE SHALL BE IN ACCORDANCE WITH ALL LOCAL, STATE, & FEDERAL REGULATIONS. CONTRACTOR SHALL PROVIDE OWNER WITH APPROPRIATE "BILLS OF LADING" TO DEMONSTRATE PROPER DISPOSAL OF ALL MATERIALS.
3. SITE DEMOLITION SHALL NOT OCCUR UNTIL PROPER ABATEMENT PROCEDURES HAVE BEEN OBTAINED. ABATEMENT, IF NECESSARY, SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
4. THE CONTRACTOR SHALL CALL THE APPROPRIATE UTILITY COMPANIES AND DIG SAFE AT LEAST 48 HOURS BEFORE ANY ATTEMPT TO EXCAVATE OR DRILL FOR ANY UTILITIES. OTHERWISE IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE LOCATION OF UNDERGROUND UTILITIES AND LOCATE POTENTIAL CONFLICT WITH THE EXISTING PLANS.
5. ALL CONSTRUCTION SIGNAGE IS TEMPORARY AND SHALL BE REMOVED AT PROJECT COMPLETION. FINAL SIGNAGE WORDING AND PLACEMENT LOCATION TO BE ACCEPTED BY THE CITY.
6. SEDIMENT BARRIERS TO BE PLACED DIRECTLY ON THE FRONT AND SIDE PROPERTY LINES, DOWN GRADIENT OF THE PROPOSED PROJECT WORK PER DETAIL; FENCES ARE OFFSET OF PROPERTY LINES TO PROVIDE A CLEAR PASSAGE FOR CLARITY PURPOSES AND DO NOT NECESSARILY DEPICT THE PHYSICAL LOCATION.
7. CONTRACTOR SHALL PLACE CHAIN BASIN INLET PROTECTION ON CATCH BASINS AND FIELD INLET'S DOWN-GRADIENT OF ALL STABILIZED AREAS. SEE DETAIL.
8. THE PLAN SHALL BE CONSIDERED A GUIDE OF EXISTING ITEMS TO BE REMOVED AS PART OF SITE CONSTRUCTION INCLUDING BUT NOT LIMITED TO LANDSCAPING, UTILITIES, WORK WITHIN THE ROW, ETC. ALL DEMOLITION WORK SHALL BE IN ACCORDANCE WITH THE CITY OF CHICAGO'S STANDARD SPECIFICATIONS.
9. CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING OFF-SITE PARKING TO EMPLOYEES; ON-SITE PARKING WILL NOT BE PROVIDED OR GUARANTEED. CONTRACTOR TO BE RESPONSIBLE FOR PROVIDING THE NEAREST AVAILABLE PARKING LOT OR TERM FOR CLOSING ANY ON-STREET PARKING SPACES DURING THE CONSTRUCTION PERIOD.
10. CONTRACTOR SHALL BE RESPONSIBLE FOR SNOW REMOVAL ALONG CONSTRUCTION FENCE AND

[illegible]

CONSTRUCTION MANAGEMENT PLAN

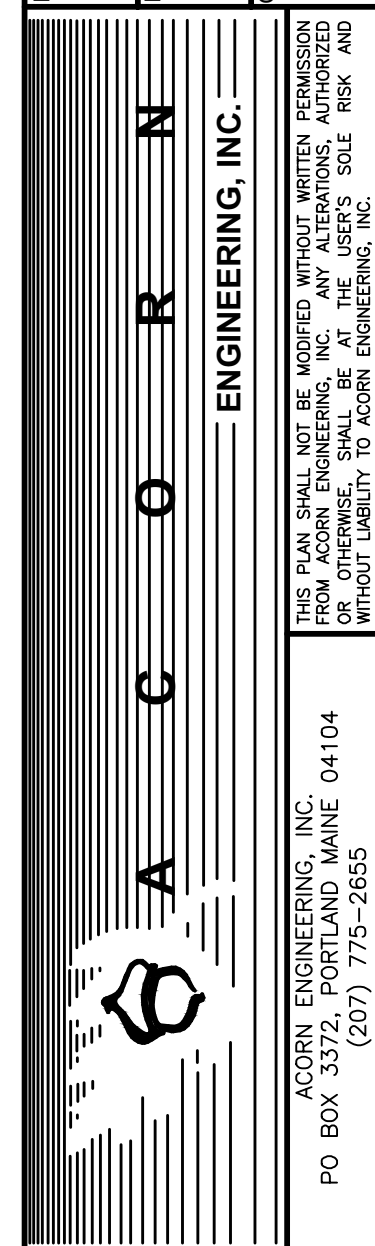
54 YORK STREET REDEVELOPMENT
54 YORK STREET, PORTLAND, MAINE 04101

54 YORK LLC
400 COMMERCIAL STREET, PORTLAND, MAINE 04101

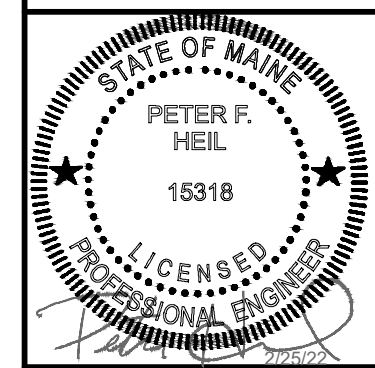
DRAWING NAME:

PROJECT NAME:

CLIENT:



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JN:	2.87
SCALE:	1"=10'
DESIGNED BY:	PFH
DRAWN BY:	ZMS
CHECKED BY:	WHS



DRAWING NO.
C-03

